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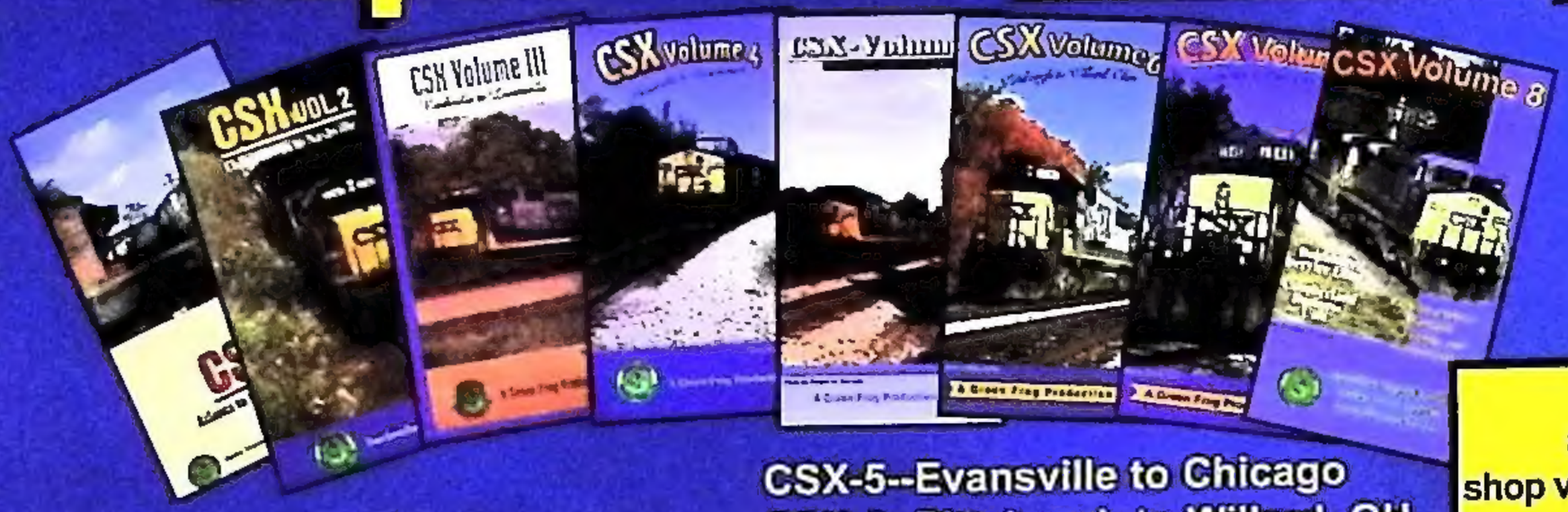

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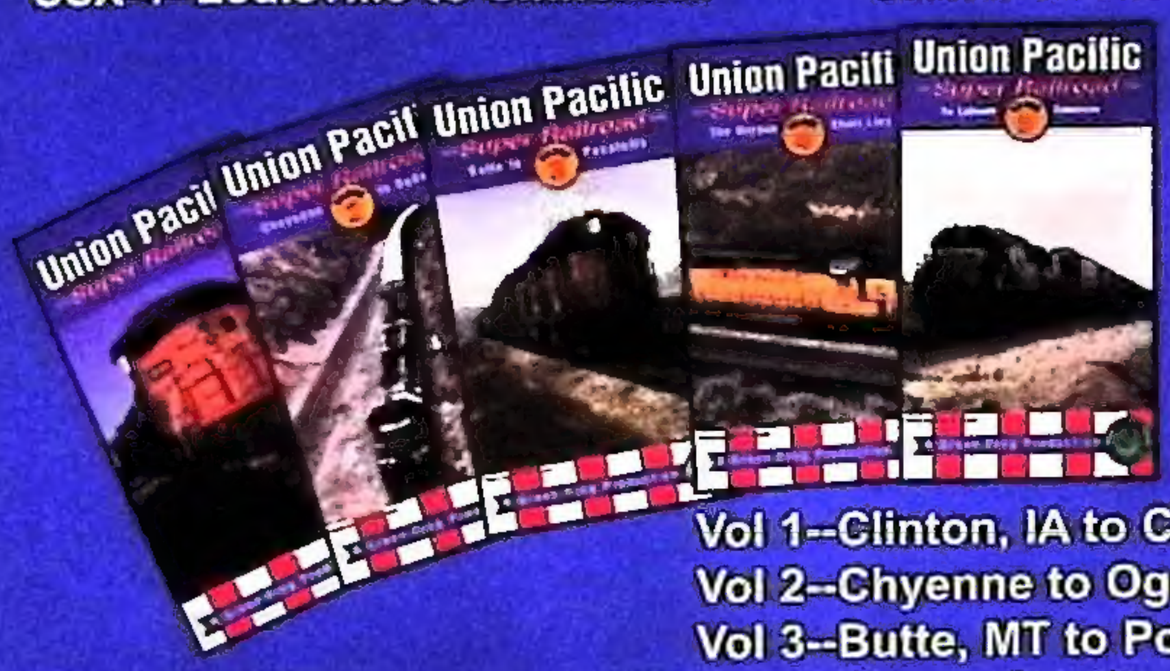

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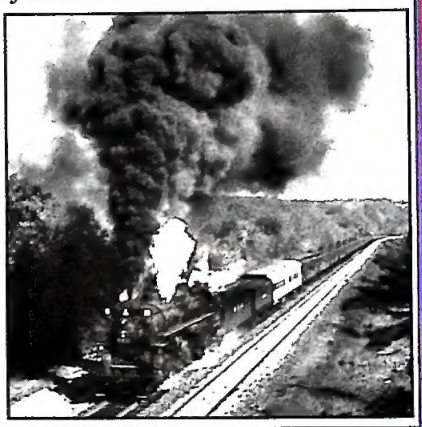

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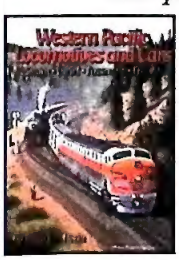

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on the cover

Black diamonds were on the move over CSX's former B&O Mountain Subdivision on July 21, 1997. CSX AC4400CW No.260 and a sister unit were shoving for all they were worth on the hind end of an eastbound loaded coal drag as it passed the new C&O-style signals at West End, located on Newburg grade in West Virginia. Join Rich Borkowski, Jr., as he explores CSX's Cumberland Coal Unit beginning on page 32. Cover photograph by Rich Borkowski, Jr.

From the Publisher's Desk: Roosevelt Road Bridge

Train chasing has become a standard method of shooting train pictures but there was a time when you could stand at one location, more or less, and shoot trains until your heart was content. For sheer variety, it would be hard to do better than to walk along Chicago's elevated Roosevelt Road Bridge, with its fantastic views of Chicago's great rail terminals and see trains that traveled from coast to coast.

My first post-war trip to Chicago was in 1948 to see the Chicago Railroad Fair with Johnny Krause. We rode out on the Erie in a heavyweight stiff-backed coach seat which saved us a few bucks over the New York Central or Pennsylvania Railroad routes, got us far more mileage for our money and gave us a longer ride, nearly a full day. We saved even more by staying at the YMCA Hotel which cost us $3 a night and was convenient to the Fair and the rail terminals.

The *Erie Limited* used Dearborn Station, located at the eastern end of Roosevelt Road. The Erie shared Dearborn with the Santa Fe, Monon, Wabash, Grand Trunk, Chicago & Eastern Illinois, and Chicago & Western Illinois. (The C&WI did all of the switching in Dearborn Station except for the Santa Fe which did its own.) Can younger railfans brought up on a diet of BNSF and Conrail, picture Santa Fe Alco PAs in the red and silver warbonnet paintscheme side by side with Erie E8A-Alco PA lashups? It was almost too commonplace at the time!

LaSalle Station survives as a major commuter hub but it once served the great New York Central fleet, Burlington, Nickel Plate and Rock Island. Were you aware that you could board an Erie Pullman sleeper or coach leaving Chicago on the Nickel Plate and then connect with the Erie at Buffalo?

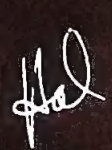
Grand Central Station was next to the river and served the Baltimore & Ohio and it's B&O Chicago Terminal, along with the Pere Marquette, Soo Line and Chicago Great Western. The Pere Marquette donned C&O colors for a brief period before complete absorption into the C&O.

Giant Union Station was and remains unique since it is a double stub-end station. Trains from the north included Milwaukee Road and Chicago & Northwestern. Eastern and southern trains included the Pennsylvania and Alton. Passenger cars from many of these railroads were painted in distinctive colors, not just Pullman green or Tuscan red.

Roosevelt Road was also a trolley fan's paradise that was loaded with both red and green arch-roof and deck-roof cars of Chicago Surface Lines; some routes operated PCC cars resplendent in green and cream livery. The upper floors of the YMCA Hotel offered views of the Chicago elevated along with the North Shore interurbans including the famed Electroliners.

Closer to Lake Michigan, away from Roosevelt Road, was the Illinois Central's station; the IC shared tracks with the Chicago,South Shore & South Bend. Commuter trains of the IC and CSS&SB were electrified with mainline trains using both steam and diesels.

Mergers over the years brought constant changes and switching of stations. Through-passengers frequently had to use taxis to go from one depot to another but today Amtrak uses Union Station for its runs. Dearborn Station has become an office building and the tracks are long gone. Grand Central has been demolished along with the Illinois Central depot. I suspect that the famous Levi sign painted on one of the buildings near Dearborn Station is still visible although badly weathered. I rode in and out of Chicago in all five terminals but Dearborn was probably my favorite, with its neat old train shed and charm. All the Chicago terminals had their own mystique and fans. Even the old YMCA Hotel is boarded up but the nearby Palmer House is only minutes from Union Station and the late afternoon departure of *The Cardinal* to Washington, D. C. Chicago is still a great railroad town.



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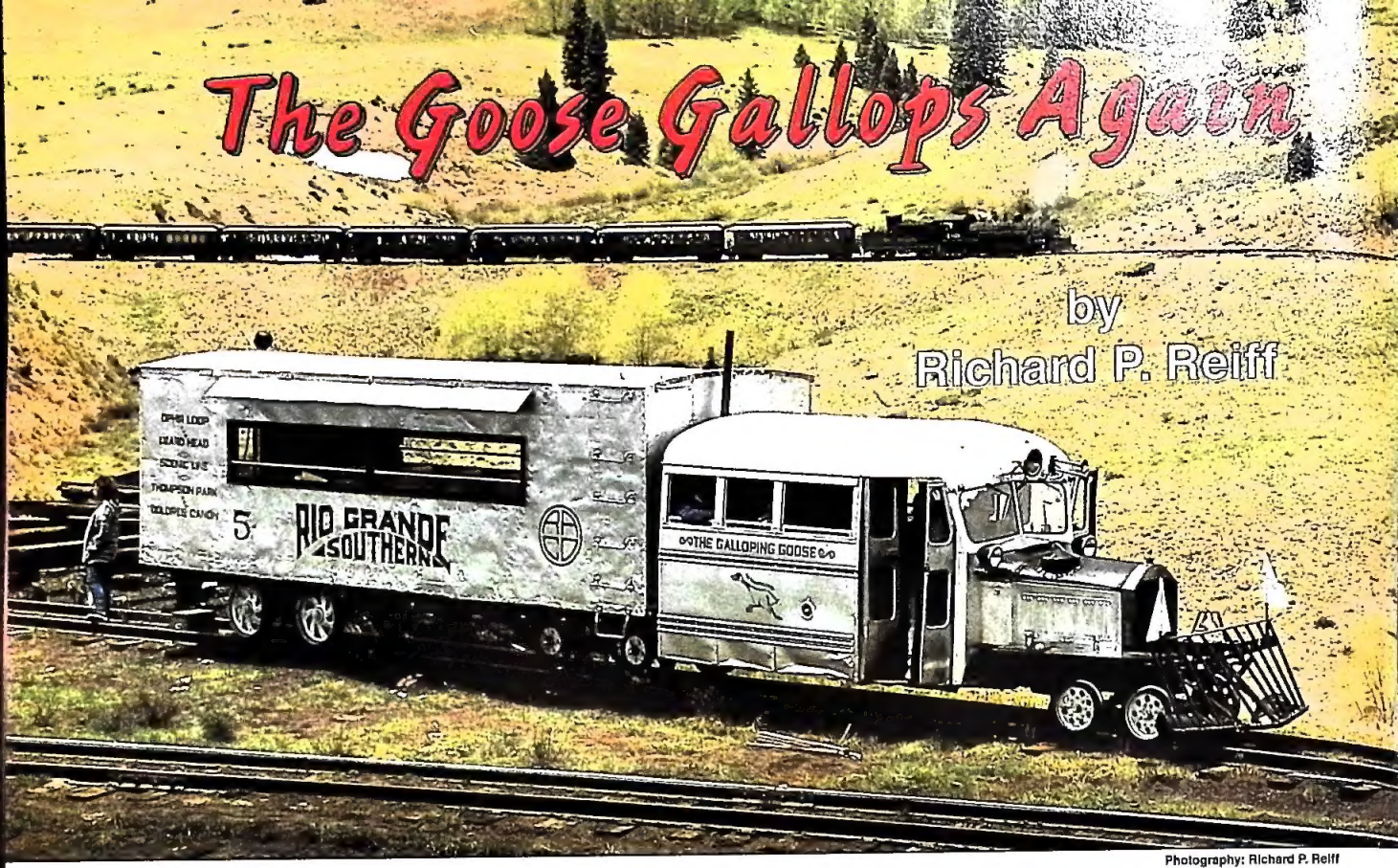
The Goose Gallops Again

by
Richard P. Reiff



Photography: Richard P. Reiff

MENTION COLORADO narrow gauge and the first thing that usually comes to mind is an outside-frame Rio Grande K-class locomotive. These can still be found pounding the rails over the Silverton Branch and Cumbres Pass of the former D&RGW empire. In early summer 1998 the mention of narrow gauge brought a "new" sight and sound to the former Rio Grande, that of Rio Grande Southern Galloping Goose No.5. Recently restored by the Galloping Goose Historical Society of Dolores, Colorado, this was not only its first run in over 45 years since retirement in 1952, but its first documented run on non-RGS rails.

RGS No.5 was purchased in 1952 by five Dolores individuals from the RGS for the sum of $250, and has been on outside display since. The ravages of time, weather and occasional vandals took its toll. Over seven years ago the GGHS started the effort to restore the Goose for eventual operation. The first activity by the society was to build a near-replica of Dolores Station to house the group and a small museum and provide a space for goose rebuild activities. With $28,600 of Colorado State Historical Society funding, lots of membership sweat and over 3200 hours of volunteer effort, the rebuilt Goose No.5 was ready for operation in early 1998. It is estimated that over $78,000 in restoration effort went into the Goose. Compare that to the RGS "book value" of just over $2500 as originally constructed!

***RIO GRANDE SOUTHERN GALLOPING GOOSE No.5** operated on the Cumbres & Toltec Scenic Railroad in New Mexico and Colorado in early June 1998. On June 6th, the Goose rested in Tank Spur at Osier waiting for the regularly scheduled C&TS tourist train powered by Rio Grande-lettered 2-8-2 489 (**above**). At the end of the day on June 5th, Goose No.5 rested with its former soul mates of Durango, Mikados 489 and 463 (**below**).*

Rebuilding efforts could take a full article, but suffice to say all major mechanical systems were rebuilt as close to original as possible. The wood interior and tin-covered Goose body was painstakingly disassembled and rebuilt following original lines, retaining the original tin sides. The GMC 351 truck motor (the original No.5 was originally built with a Pierce-Arrow body and motor, but was rebuilt by the RGS with a Wayne Bus Body and newer motor) was retained. It, along with the transmission, was removed, rebuilt and reinstalled. The original six-volt electrical system was gone over, replacing wires where needed but keeping the original starter and lighting fixtures.

Sometime during the past 40-odd

years on display, the Goose was inadvertently painted incorrectly. The GGHS members researched the correct lettering and colors (yes, the goose bill and webbed feet are painted orange!) to return No.5 to its original condition.

It is important to note that authenticity was the primary goal of the GGHSH. The RGS geese were kit-bashed, however, and as they went through life a number of changes were made. Thus, there may be some minor disagreements as to what is actually "correct." As such, the current state of Goose No.5 is most likely as it appeared during the last few years on the RGS, carrying tourists over Lizard Head Pass. Today, however, it is in much better condition!

Since rails are no longer in place over Lizard Head (or on any original RGS right of way anywhere), the next best thing was to operate the Goose over some part of the remaining three-foot gauge empire in Colorado. The other Geese still around in 1952 at the demise of the RGS have also been preserved, but most are far from their original rails. Goose No.3 is currently operating occasionally at California's Knott's Berry Farm, but has been modified with a diesel engine to meet air pollution requirements, along with some non-original safety platforms and railings. Geese Nos.2, 6 and 7 exist at the Colorado Railroad Museum in Golden, Colorado, where No.7 occasionally operates for passenger rides during special weekends. No.6 is a "work Goose," kind of like a stake-bed truck on railroad wheels, and No.2 is a mail/freight Goose, neither of which was intended for passengers. Goose No.4 is on display in Telluride, Colorado, in a condition about the same as No.5 was found prior to restoration.

Galloping grounds

With the cooperation of the Cumbres & Toltec Scenic Railroad and Earl Knoob (former superintendent, now with the Tarantula Railroad near Fort Worth, Texas), plans were made to bring Goose No.5 to Chama, New Mexico, for operation in early June 1998. The first few days of Goose operation, May 30th and 31st, were dedicated for the Dolores Rotary Club (official owners) and members of the GGHS who slaved over the restoration project, as well as to debug any mechanical items. The Society had but 60 feet of track to run back and forth on, so only after arriving at Chama that the first real operation in over 45 years take place.

The result? Virtually flawless operation over the first seven days. The initial trips up the four percent grade to Cumbres Summit were used to train operators and ensure everything was in tip top shape. After these shakedown runs, trips open to the public were offered. These trips were well patronized and included a number of excellently planned photo runs, lunch stops and meets with regular C&TS trains. The first of these on June 3rd featured a round trip between Chama and Osier, followed by a one-way trip from Chama to Antonito the next day. The return trip on Friday, June 5th started out great, but just after Los Pinos Tank the fuel system started to act up. What was eventually diagnosed as a bad fuel pump caused, in part, by modern fuel additives softening the older rubber fuel pump diaphragm, provided riders with their first authentic "RGS Goose Experience" — a middle-of-nowhere breakdown.

In 1998 the term "middle-of- nowhere" is a misnomer anywhere near this part of the C&TS, for soon after stopping, a few chaser fans appeared from the woods and nearby highway. In a scene that must have been a common occurrence on the RGS, restless passengers were finally allowed to disembark while the Goose motor was tended to. Some of the crowd looked at the scenery while others played back seat helper to operator/mechanic Wayne "Sparky" Brown of the GGHS as he tried to get things running again. After about 15 minutes of flushing

***GALLOPING GOOSE No.5** operated from Antonito, Colorado, to Chama, New Mexico, on June 5, 1998, with the traditional photo stop at Rock Tunnel permitting this view for riders brave enough to climb out on the Toltec Gorge ledge.*

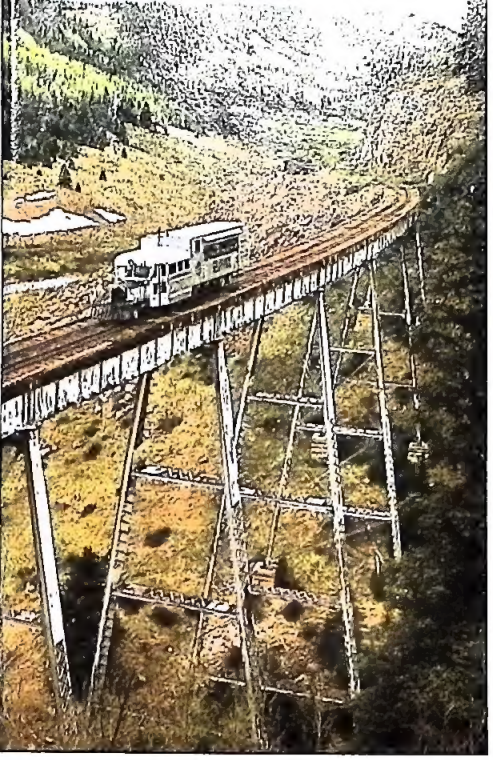
lines, cleaning filters and general coaxing, the GMC motor coughed back to life and the Goose was back in operation for about 100 more yards. This chain of events occurred several times during the journey back to Cumbres Summit.

Riding the Goose is a unique experience, one that must be accomplished first-hand. The sound it makes when passing is like an old Steerman airplane, occasionally missing a beat or two. At higher speeds (we were clocked at an unofficial 33 m.p.h.) the chain drives can be heard slapping on their teeth. Startup on steep grades in the morning was accompanied by some brief wheel slip. The Goose body is small (perhaps the posterior "gauge" of a typical Goose passenger in the 1940s was narrower than the modern day railfan?), so don't pack a lot of stuff. One model railroader was overheard saying that his sound system digital rendition of a Galloping Goose will have to be redone — it doesn't sound anything like the real thing.

The next day, June 6th, the grand show included both a recreated 1940s period freight train, featuring former D&RGW K-27 No.463 and, of course, RGS Goose No.5. Multiple runpasts were conducted, with the Goose performing its occasional breakdown, thus giving even more riders the "Full RGS Goose Experience." That evening, mechanics realized the old mechanical fuel pump had indeed given up the ghost, and to continue running for the weekend a slightly out-of-original fix was needed. The local auto parts store was raided (the owner opened it at 9:00 p.m. at special request) and a high-volume electric fuel pump was purchased. The only problem was the Chama auto parts store did not have any six-volt models, so a twelve-volt deep cycle RV battery was temporarily added to the Goose just for operating the pump. Although not original as seen in the 1952 Goose, had the RGS run into such a problem its mechanics would have likely performed a similar fix to get the run finished. The "Full RGS Goose Experience" was thus continued.

The fuel pump transplant allowed Sunday's double runs to Cumbres and the Monday run to Osier to go fine, until the battery went dead on the Monday return, again near Los Pinos. This time, far away from the highway, things looked a little bleak. A camcorder-equipped railfan came to rescue, offering his twelve-volt camcorder battery to operate the fuel pump. A little bit of wire rigging and the Goose was off and galloping up the remaining grade to Cumbres Summit. The loaned battery gave out just before reaching Cumbres Summit, at which point a full size replacement car battery was brought

AFTER DEPARTING CHAMA, NEW MEXICO, *on June 4, 1998, a photo runby featuring Galloping Goose No.5 was held at the famous "Jukes Tree"* ***(left)****. Later that day, the Goose was at Phantom Curve* ***(below)****. The unusual rock formations at this location are the closest thing to Lizard Head Pass, the former galloping grounds of the Goose, that can be found on the Cumbres & Toltec Scenic. Also on June 4th, the Goose posed on Cascade Creek Trestle* ***(opposite)****. Steel bridges of this stature were never in the budget of the Rio Grande Southern.*



up from Chama, allowing the Goose to finish its run back to town.

In summary, it was a great week for the Goose. Other than an errant fuel pump, no mechanical failures or problems were encountered in almost 500 miles of operation — quite a feat from a rail car that sat unattended for over 45 years. The GGHS membership should be given a real pat on the back for their efforts in not only a historically accurate restoration, but a mechanically sound one.

The future? Already rumors are flying (galloping) of Goose No.5 running on the Durango & Silverton during September 1998 for the Narrow Gauge Convention, which would be close to its original RGS home. Next year plans are already being batted around for a "Geese Fest" with No.5 joining No.7 from the Colorado Railroad Museum on the C&TS. If you have a chance, come on down to Chama (or Durango) and ride the Goose it's a great experience, and your ticket price will really help GGHS efforts to keep the Goose alive.

Interested in helping keep Goose No.5 in operation? The GGHS's next goal is to rebuild some track on the original RGS right of way to allow short operations out of Dolores. Funds for this come from trips (tickets for the C&TS Goose Week ranged from $50 to $150), and from membership. For more information and membership (which starts at $20 per year), contact The Galloping Goose Historical Society of Dolores, P.O. Box 297, Dolores, CO 81323.

Also, if you run across parts for a late 1940's GMC 351 engine I'm sure the society would accept donations!

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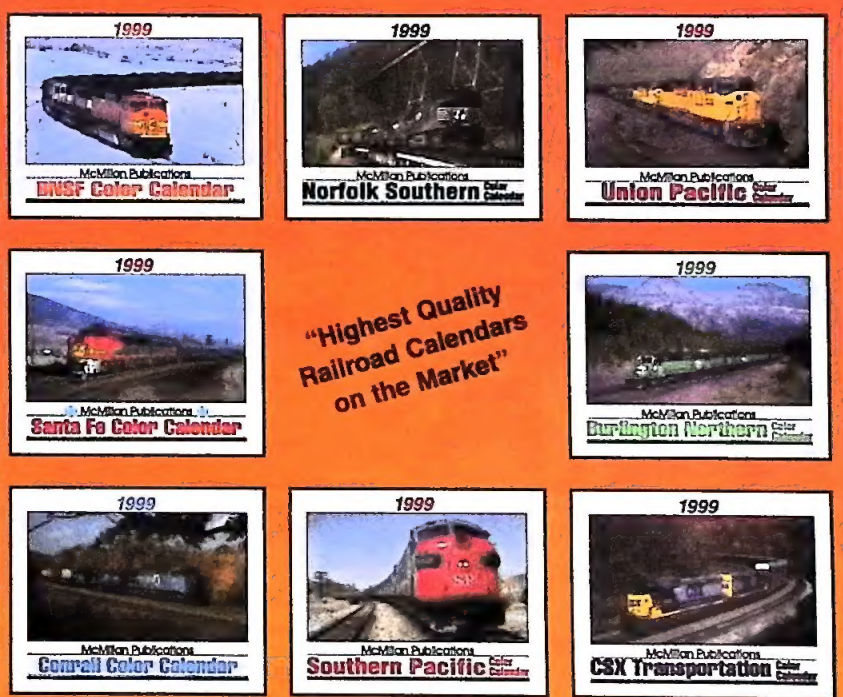

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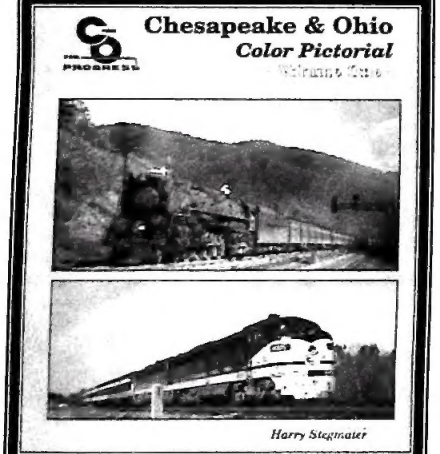

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FANMAIL

Oldest rail

I found Alexander D. Mitchell's article "In Search of the Oldest Rail in America" in the August 1998 RAILFAN & RAILROAD to be very interesting and I applaud the work they did in uncovering this piece of the early railroad history of America. However, I would like to point out that there has been an archeological dig of an intact track structure that is as old or older than the track in this article.

In Frankfort, Kentucky, in the summer of 1996, the Kentucky Heritage Council did an archeological dig on a section of right-of-way of the Lexington & Ohio Railroad, the first railroad in Kentucky, which ran between Lexington and Frankfort. The L&O was incorporated on January 27, 1830, and was to build from Lexington to the Ohio River at Louisville. Construction started in Lexington on October 21, 1831, it was opened to traffic on August 15, 1832, and reached Frankfort, the closest to Louisville the L&O reached, on January 31, 1834.

Charles D. Hockensmith of the Kentucky Heritage Council published the results of their findings in 1997 in Volume 12, of *Ohio Valley Historical Archaeology: Journal of the Symposium on Ohio Valley Urban and Historic Archaeology* in an article entitled "Investigations at an 1834 Section of the Lexington & Ohio Railroad, Frankfort, Kentucky."

The dig, done on what was the largest and most accessible intact section of the original L&O track at the time and just before modern development destroyed it, uncovered track work of two parallel rows of limestone sills setting in ballast filled trenches. Chiseled-out ledges and flangeways showed that the strap-rail was spiked to the inside edge of the sills used to build this section of track. A rock path, between the two rows of sills for the horses and oxen that pulled the first trains and still occasionally used after the arrival of practical locomotives, was also uncovered. When uncovered, the sills still held their alignment and their gauge of four feet eight-and-a-half inches. Many of the sills still had spikes in them. While no strap-rail was found in the section that was excavated, in the 1960s rail had been found in an adjoining section that had been dug up during the laying of a pipe line.

The locoation where the dig was conducted was part of the L&O's line between Frankfort and Jett that was abandoned in 1850 when L&O successor Lexington & Frankfort opened the Frankfort Tunnel, part of the reroute of the main line between Jett and Frankfort. This was done to bypass the inclined plane that the L&O used to reach Frankfort. While the reroute was being built, the L&F shut down the rest of the line between Lexington and Jett so it could be relaid with T-rail and crossties. It is believed that intact track work might exist in the right-of-way under the modern track. There is evidence to indicate that when the line was rebuilt with T-rail and crossties, the new track was laid on top of the original.

The original right-of-way between Jett and Frankfort which includes Frankfort Tunnel later became part of the Louisville & Nashville's Old Road Subdivision, named for the fact that it included the L&O's right-of-way. The Chesapeake & Ohio had trackage rights between Lexington and Louisville, and the Louisville section of the *George Washington* ran over this line. Today the line is part of CSX and sees the Louisville-Ravenna trains, coal trains, grain trans and special passenger trains for the Kentucky Derby. The Lexington-Jett section of the line is probably one of the oldest still-in-use railroad right-of-ways in the country.

Many of the stone sills have been preserved by groups which include the Kentucky Historical Society, Bluegrass Railroad Museum and Kentucky Railway Museum, among others.

The L&O also had the first steam locomotive built west of the Allegheny Mountains. This locomotive only lasted in service for a week as it was under-powered and there are accounts of passengers having to help push the train up a grade. The L&O also founded the town of Midway, Kentucky, the first railroad town in the state, and possibly the first west of the Alleghenies.

DAVID MORSE
Frankfort, Ky.

A mule in Virginia

I just received the August '98 R&R and, as usual, read it cover to cover, mostly on my daily trips to and from Washington, D.C., on MARC commuter trains. I noted the letter in MARKERS from Lance Terrell correcting editor Barry's charictarizations of the locomotives used in the Panama Canal as "mules." Mr. Terrell mentions the

existence of one of these "mules" at the Museum of Transportation in St. Louis. There is another one (**above**) on display at the Virginia Transportation Museum in Roanoke. There is a brass placard attached to the mule that describes the history of these early specialized electric locomotives.

RONALD A. ZEITZ
Harpers Ferry, W. Va.

Where are the trains?

Railfanning is: An hour's drive to and from McAdam, New Brunswick, to wait five hours for *the* — as in the one and only — New Brunswick Southern Railway eastbound to *not* show up. Two panhandling geese were the highlight of the day.

Then back at home, opening the June RAILFAN the maillady delivered in the meantime and reading about the 50 to 70 trains a day over BNSF.'s Curtis Hill, taking the film out of the cameras and putting everything away out of sight.

GORDON D. JOMINI
Fredericton, New Brunswick

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

MILWAUKEE ROAD 261 will be running on the following days. For ticket information on the public excursions contact the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

Through September 3, BNSF Employee Appreciation Specials, see separate listing; **September 4-7,** display at Topeka (Kansas) Railroad Days plus BNSF specials, **September 11,** public excursion from Kansas City, Mo., to Lincoln, Neb., one way; **September 12,** public excursion from Lincoln, Neb., to Souix City, Iowa, one way; **September 13,** public excursion from Souix City, Iowa, to Minneapolis, one way.

CLINTON CORNERS, NEW YORK, through September 13 Exhibit on "Connections" at the Clinton Exhibit Center, Route 115 (1 mile from the Taconic Parkway). Exhibit shows how rail connections to the outside world affected the people and businesses of Dutchess County. Hours 10am-4pm Saturday and Sunday, donation requested for admission. Information 914/266-5494.

BNSF EMPLOYEE APPRECIATION SPECIALS will be run on the following dates. *These trips are not open to the general public.* Power will be Milwaukee Road 4-8-4 261.

September 1, Willow Springs to Chillicothe, Ill., to Fort Madison, Iowa, one way; **September 3,** Kansas City to Topeka, Kan., one way; **September 5,** Topeka to Emporia, Kan., round trip; **September 6,** Topeka to Kansas City, round trip; **September 7,** Topeka to Emporia, round trip.

TOPEKA, KANSAS, September 4-7. Topeka Railroad Days with displays including Milwaukee Road 4-8-4 261. UP museum car, BNSF Technical Research & Development car, Operation Lifesaver, gandy dancers, more. Excursions to Emporia and Kansas City behind steam.

SCRANTON, PENNSYLVANIA, September 4-7. Rail Expo '98 at Steamtown National Historic Site. Event includes double-headed steam excursions, night photo session, vintage diesels, shop tours, scale live steam and visiting equipment. For more information contact Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503; 888/856-2345; www.cs.uofs.edu/~steamtwn.

NEW YORK, NEW YORK, September 4-7. Motorcoach trip to western Pennsylvania with stops at the East Broad Top, Johnstown Flood Historic Site, Allegheny Portage Railroad and Railroaders Memorial Museum, plus a train trip around Horseshoe Curve. Tickets $295 double occupancy, $375 single occupancy includes admissions, hotels, some meals. Information/tickets from New York Railroad Enthusiasts, c/o D. Deutch, 217 Springfield Avenue, Hasbrouck Heights, NJ 07604.

ROCKHILL, PENNSYLVANIA, September 5-7. Old Fashioned Trolley Weekend at the Rockhill Trolley Museum. Ride streetcars from Johnstown, Philadelphia, York, Brazil and Portugal. Car barn tours and more. Information from 814/447-9576.

BOSTON, MASSACHUSETTS, September 5-7. Labor Day weekend in Lake Placid including Amtrak's *Adirondack*, lake cruise, more. Information from Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136; 617/361-4445.

DALLAS, TEXAS, September 5-7. Convention of the Electric Railroaders' Association. Full convention package (including Saturday banquet) for $75, or tours can be purchased separately. Information from ERA, Inc., P.O. Box 3323, New York, NY 10163-3323. Convention activities include:

September 5, tour of Dallas-Fort Worth International Airport people mover and Fort Worth's Tandy subway; **September 6,** Trinity Express and DART light rail; **September 7,** McKinney Avenue Transit Authority heritage streetcar line.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (248/541-1000) is hosting the following excursions from the Detroit area. Write or call for a brochure.

- **September 5-19,** the *Canadian;* travel to Vancouver, B.C., ride *Royal Hudson* steam train, *Rocky Mountaineer,* more; $3995 double/$4795 single.
- **September 12-13,** Marshall, Mich., by rail, tour historic homes; $79.
- **September 19-20,** *Picnicker* via T&SB, Howell & Durand to Cadillac, $79 with lunch; optional side trip to Yuma, $10; trip will be repeated follwoing weekend if demand warrants.
- **October 3-4,** Caro Pumpkin Festival by train on Huron & Eastern, side trip to Colling; $19 and up.
- **December 5 and 12,** Christmas Lights, all day excursion includes narrow gauge steam train ride, shopping, more; trip departs Dearborn on Dec. 5 and Royal Oak on Dec. 12; $64 adults, $54 children 12 and under.
- **February 6-8 and 13-15,** Snow Train on the Algoma Central; all-inclusive excursion $325 double occupancy; depart Dearborn or Royal Oak.

VISTA-DOME PRIVATE RAIL CAR TRIPS will operate from Chicago on the following dates. Fares range from $900 to

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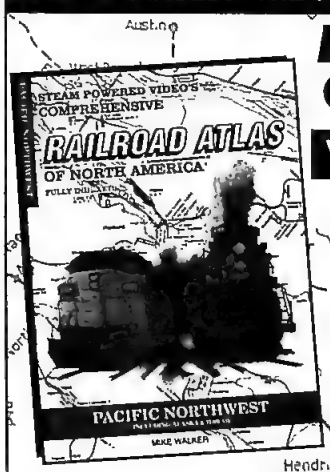

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September 12, Junction Function Day with hourly trips from Milton Junction to the Rock River Bridge near Edgarton.
September 18-20, Cheese Days with hourly trips between Monroe and Juda.
October 3-4, Fall Color trips from Madison, destination to be determined.
October 10, November 7 and 21, *Badger Limited* will run three trips per day from Milton Junction to Madison for University of Wisconsin football games.
November 28-29, Santa Train will depart Middleton for Madison and Cross Plains, with one trip each day to Mazomaine.

THE HOBO and WINNIPESAUKEE SCENIC RAILROADS, P.O. Box 9, Lincoln, NH 03251 (603/745-2135) is holding the following special events. Fares (adult/children) are as noted below. Most trips require reservations.
September 12, 19, 26 and October 3 and 10, Harvest Supper Trains from Meredith; $22/$16.
September 19, 20, and 27, Autumn Leaf Specials, Lincoln to Meredith; $35/$20.
September 26, Autumn Leaf Special, Meredith to Lincoln; $35/$20.
October 3-4, 10-11 and 17-18, Fall Foliage Specials from Meredith to Plymouth and Livermore Falls; $14.95/$9.95 on 9:30am train, $21.95/$15.95 on 1pm train.
October 24, Halloween Train, Tilton to Laconia; $22/$16.
November 27-28, Santa Trains from Lincoln; $8/$8.
December 5,12 and 19, Christmas Dinner Trains from Tilton to Laconia; $22/$16.
December 5-6, 12-13 and 19-20, Santa Trains from Tilton and Laconia; $8/$8.
December 26-30, Family Holiday Trains from Lincoln; $8/$5.50.

WHIPPANY, NEW JERSEY, September 12-13. Railroad Festival '98 at the Whippany Railway Museum featuring Railroads and the Military. Train trips, historic and modern military equipment displays, night photo session. Train trips depart hourly noon-5pm, fare $7, under 12 $4, tickets available day of the event. Night photo session $15, tickets ordered in advance from URHS, P.O. Box 711, Clark, NJ 07066. Information from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

ST. CONSTANT, QUEBEC, September 12-13. Steam Weekend at the Canadian Railway Museum featuring 28 locomotives on display, many outdoors. Highlights include the *John Molson* in operation, scale live steam and a night photo session directed by Steve Barry. Weekend pass US$15, night photo only $10 from Canadian Railway Museum, 120 St. Pierre Street, St. Constant, Quebec, Canada, J5A 2G9; 514/638-1522.

THE 20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; www.20thcentury.org) will sponsor the following trips from Chicago. Contact the club for more details and prices.
September 12-13, Historic Home Tour in Marshall, Mich., via Amtrak.
September 27-October 1, Algoma Central's Agawa Canyon train, circle tour of Lake Michigan.
October 10-11, Galena Limited charter to country fair
October 15-21, *Seven Trains in Seven Days* motorcoach tour to Kentucky and Tennessee; trains include *My Old Kentucky Dinner Train* and *Broadway Dinner Train.*
November 7, Flossmoor Station Brewery via Metra.
December 26-January 1, Baltimore via *Capitol Limited.*

BOSTON, MASSACHUSETTS, September 12-19. *New England Fall Foliage Express* luxury train to railroad attractions in Maine, New Hampshire, Vermont, Connecticut and Rhode Island. Attractions include Conway Scenic and Mt. Washington Cog Railway. All travel during daylight, some segments of journey covered by motorcoach, all nights in hotels. Fare $2199 per person, double occupancy, includes all transportation, lodging, all attractions an most meals. Information from Great Train Escapes Rail Tours, Inc., 6417-A Fauntleroy Way SW, Seattle, WA 98136; 800/895-2554.

ALLAIRE, NEW JERSEY, September 13. Railroaders Day at the New Jersey Museum of Transportation and the Pine Creek Railroad. Everything that runs, does. Operating narrow gauge equipment includes at least two steam locomotives and five diesels. Parade of Trains, shop tours, more. Train rides $2.50 per person, rest of show is free. Information from Gary Crawford, NJMT Pine Creek Railroad, P.O. Box 622, Allaire, NJ 07727-0622; 732/938-5524; *crawsat@juno.com.*

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission $2.50 adults, $2 seniors, $1.50 kids 3-11, under 3 free.
September 13, Fox River FolkFest (admission $1 extra).
October 4 and 11, Fall Foliage caboose rides.
October 24-25, Pumpkin Trolley (admission $.50 extra).
October 31, Haunted Trolley.

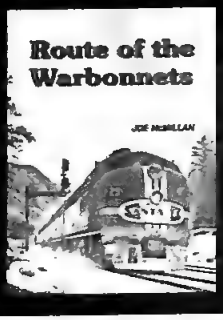
SKAGWAY, ALASKA, September 17-20. White Pass & Yukon Spectacular '98 with three charter trains, plenty of photo runbys, steam to White Pass summit, more. Prices start at $945, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

DURANGO, COLORADO, September 19. 9th Annual Photographer's Special on the Durango & Silverton Narrow Gauge. Photo opportunities of special train and regular trains. Tickets $75 (specify closed coach or open gondola seating) from Durango & Silverton Narrow Gauge Railroad, 479 Main Avenue, Durango, CO 81301-5494; 888/TRAIN-07.

HOBOKEN, NEW JERSEY, September 19. Erie Streamliner Excursion to Suffern, N.Y., and Hackettstown, N.J., behind Erie E8 locomotives sponsored by the United Railroad Historical Society of New Jersey. Numerous photo stops. Fare $37 adults, $20 kids 11 and under, parlor car $79. Tickets and information from URHS-NJ, P.O. Box 711, Clark, NJ 07066-0711. Credit card users can phone 732/671-9844 (evenings).

KAMLOOPS, BRITISH COLUMBIA, September 19. Railway Days sponsored by Kamloops Model Railroaders and 2141 Locomotive Restoration Society at CNR Heritage Station, 10am-5pm. Locomotives and rolling stock from CPR, CNR

The Santa Fe in the 1970s
Route of the Warbonnets
by Joe McMillan



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CSX - Vols 1 to 6, each	$31.95
CSX - Vol 7	$23.95

New Books

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1997 Union Pacific Motive Power Annual	$35.95
SP&S Color Pictorial *(due August)*	$35.95
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1997 BNSF Annual	$29.95
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Montana Rail Link *(due August)*	$47.95
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Southern Pacific Oregon Division	$47.95
KALMBACH PUBLISHING COMPANY	
Domeliners	$39.50
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McMILLAN PUBLICATIONS	
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MORNING SUN BOOKS	
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CGW Color Guide to Frt and Pass Equip *(Oct)*	$35.50
Illinois Terminal in Color - Vol 1	$35.50
Maine Central in Color . . . *(due Sept)*	$35.50
Reading Company in Color - Vol 1	$35.50
Seaboard Air Line Color Guide	$35.50
Trackside: Baltimore & Ohio *(due August)*	$35.50
Trackside: Erie Railroad	$35.50
Trackside: Union Pacific . . . *(due Sept)*	$35.50
PAIRED RAIL RAILROAD PUBLICATIONS	
The Santa Fe Diesel-1935 to 1960 - Vol 1	$45.50
ROBERT P. OLMSTED	
Big Guys-UP's Largest Locomotives 1949-1997	$36.50
SIGNATURE PRESS	
Great Northern Lines West	$43.95
The Santa Fe Route: RR's of Arizona-Vol 4	$52.95
TLC PUBLISHING	
New Haven RR in the Streamline Era	$28.50
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Union Pacific Locomotive Directory 1998	$16.95
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New Videos

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C VISION PRODUCTIONS	
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Union Pacific Super Railroad - Vols 3 & 5, each	$14.50
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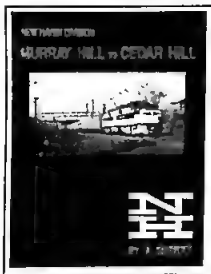

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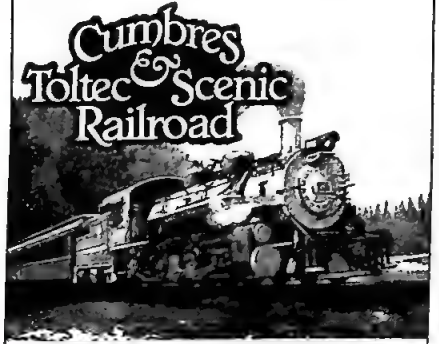

A NATIONAL HISTORIC RAILROAD

and Rocky Mountain Railtours, plus model railroad displays and swap meet. Admission $3, family maximum $5. For information call Bud Forbes at 250/573-3430.

MONTICELLO RAILWAY MUSEUM, Box 401, Monticello, IL 61856 (217/762-9011) will hold the following special events:

September 19-20, Railroad Days with freight trains.

October 23-25 and 30-31, Ghost Train and haunted car.

November 7-8, Throttle Time (learn to operate a locomotive; reservations required).

TEMPLE, TEXAS, September 19-20. Annual Texas Train Festival sponsored by the Railroad & Pioneer Museum. Craftsmen, music, Civil War reenactments, train robberies and more. Admission $1, under 6 free. Information: Railroad & Pioneer Museum, P.O. Box 5126, Temple, TX 76505; 254/298-5172; mirving@ci.temple.tx.us..

AKRON, OHIO, September 19-20. Diesel powered round trip to Pittsburgh each day over CSX and Conrail. Coach fare $79, tickets and information from Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 weekdays 1pm-5pm.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-9600) is sponsoring the following special events. Contact the railroad for more information.

September 19-20, Train robberies; adults $8, kids 3-12 $4.

November 27-29, December 5-6 and 12-13, *Santa Express;* adults $8, kids 3-12 $4.

TOUR CANADA BY RAIL WITH CARSTENS, September 22-October 3. Join R&R publisher Hal Carstens and Phyllis Carstens on a rail tour on VIA's *Canadian*. Trip departs New York on Amtrak's *Adirondack*. Tour Montreal, the Canadian Railway Museum, Toronto, Banff, Lake Louise, Vancouver, BC Rail Dinner Train, more. Fare $3250 double occupancy, $3800 single occupancy. Information from World Rail Travel Specialists, Inc., P.O. Box 205, Walterville, OR 07489.

BLOOMINGTON, INDIANA, September 25-27. Monon Railroad Historical-Technical Society 1998 Annual Convention with bus tour of Monon from Bloomington to French Lick, Ind., banquet, photo contest, more. For more information contact Tom Rankin, 31 East Wildwood Drive, Round Lake Beach, IL 60073-2042; 847/546-2728.

WILMINGTON, DELAWARE, September 26. Delaware Transportation Festival sponsored by DelDOT and the Delaware Transit Corporation at the Amtrak station. Locomotives and rolling stock from vintage to latest Amtrak equipment, model railroad displays, family activities. Free admission. Information from Steve Welch, Special Projects Manager, Delaware Transit Corporation, 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3401; *swelch@dtc.dot.de.us.*

RUSK, TEXAS, September 26. Behind the scenes tour of the Texas State Railroad. The tour begins at 3pm and is free. For more information, contact the Texas State Railroad, P.O. Box 39, Rusk, TX 75785; 800/442-8951 or 903/683-2561.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following *Dixie Land Specials* departing from Chattanooga into northwest Georgia via Chattooga & Chickamauga Railway's ex-Central of Georgia main line powered by RDC's, 2-8-0 610 or GP7L 1829. Ticket prices are for coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.

September 26, to LaFayette "Rail to Wings" airshow, $50, diesel.

October 3, 10, 17, 18, 24, 25, 31 and November 7, to Trion,$62, 610.

December 12-13 and 19-20, to Chickamauga's Gordon Lee mansion; trips depart 3:30pm, include dinner; $56, diesel.

LINCOLN, NEW HAMPSHIRE, September 26-27. White Mountain Central Railroad Steam Weekend featuring Climax, Heisler and Porter locomotives plus steam rollers, a steam shovel, a steam fire pumper and more. Admission $7, kids 3-5 $2, under 3 free. Information from White Mountain Central Railroad, P.O. Box 1, Lincoln, NH 03251; 603/745-8913; *www.clarkstradingpost.com.*

CHAMA, NEW MEXICO, September 28-29. Cumbres Fall Colors Spectacular on the Cumbres & Toltec Scenic Railroad. Double-headed Mikados, special photo freight, plenty of runbys. Tickets are $645 per person, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

WILLIAMS, ARIZONA, October 2-4. Railfan Weekend on the Grand Canyon Railway. Freight train with Mikado 4960, double-headed passenger train with 4960 and Consolidation 18, A-B-A FA's on regular train. Friday night photo session conducted by Mike Del Vecchio at the depot and out on the line, Saturday banquet featuring J. David Conrad. Information from Grand Canyon Chapter NRHS, P.O. Box 391, Williams, AZ 86406; 800/843-8723.

ELY, NEVADA, October 3-4. Nevada Northern Spectacular with charters on Keystone and Hiline routes, steam double-header, freight and passenger consists, plenty of runbys. Tickets are $425 per person, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

CINCINNATI, OHIO, October 3-4. Rail excursion to Maysville, Kentucky, using Amtrak Superliner equipment. Visit Maysville Court Days, Mason County Museum, National Underground Railroad Museum, complimentary scenic boat ride. Round trip each day or optional overnight package. Tickets $79 for day trip, $249 for overnight package from Cincinnati Railroad Club, Inc., P.O. Box 14698, Cincinnati, OH 45250-0698; 513/542-4939.

ALTOONA, PENNSYLVANIA, October 3-4. 4th Annual Railfest at the Railroaders Memorial Museum. For a free brochure contact the museum at 1300 9th Avenue, Altoona, PA 16602 or phone 814/946-0834 or 888/425-8666.

FILLMORE & WESTERN RAILWAY COMPANY (P.O. Box 960, Fillmore, CA 93016; 805/524-2546) presents the *Pumpkinliner* every weekend in October. Ride to the pumpkin patch to get your Halloween pumpkins. Train fare $15, seniors $12, $6 kids under 12. Pumpkin prices vary.

DENNISON, OHIO, October 9-11. Ohio Railroad Symposium sponsored by the Dennison Railroad Depot Museum and the Tuscarawas County Historical Society. VIP train ride to reception at Ohio Central shops on Friday, optional rail trip to Gould Tunnel on Sunday. Speakers include Earl Olmstead, John King, Jerry Jacobson, John B. Corns, Clifford Perry, Larry DeYoung, Richard Hoover, Michael Connor and David Adair. Registration $75, Gould Tunnel trip $30. Information from Ohio Railroad Symposium, Dennison Railroad Depot Museum, P.O. Box 11, 400 Center Street, Dennison, OH 44621; 740/922-6776.

HAMMONTON, NEW JERSEY, October 10. The Haluwasa Shore Line Railroad presents Railfest on its two-foot gauge line. For information contact Haluwasa Shore Line Railroad, 377 South Ehrke Road, Hammonton, NJ 08037; 609/561-3081.

ROCKHILL FURNACE, PENNSYLVANIA, October 10-11. East Broad Top Fall Spectacular with four narrow-gauge 2-8-2s, doodlebug and more on variety of special trains. Special tickets required for trains and shop tour. For more information contact the East Broad Top Railroad, Rockhill Furnace, PA 17249; 814/447-3011.

ORBISONIA/ROBERTSDALE, PENNSYLVANIA, October 10-11. Friends of the East Broad Top 16th Reunion with model contests, exhibits, vendors, EBT-oriented walking and driving tours, more. Public welcome to visit displays and vendors, Sunday morning open house at FEBT museum in Robertsdale, free admission; other activities require paid registration. For information contact Vagel C. Keller, 1998 FEBT Fall Reunion, P.O. Box 5130, Pittsburgh, PA 15206-0130; 412/441-7881; *vagelk@aol.com.*

WASHINGTON, PENNSYLVANIA, October 10-11 and 17-18. Pumpkin Patch Trolley at the Pennsylvania Trolley Museum. Adults $5, seniors $4, kids $3. Information from Scott Becker, 1 Museum Road, Washington, PA 15301-6133; 724/228-9256.

HOBOKEN, NEW JERSEY, October 10, 11, 17, 18, 31 and November 1. Steam-powered trips to Port Jervis, N.Y., behind Chesapeake & Ohio 614. Adult fares $75, children $50.Tickets and information from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833; 908/236-2200; *www.chessie614.com.* Visa/MC accepted.

GREEN BAY, WISCONSIN, October 10-17. Shenandoah Mountain Autumn Amtrak Tour from Milwaukee (bus connection from Green Bay) to Charlottesville, Virginia, and New Orleans via the *Cardinal, Crescent* and *City of New Orleans.* Price $1150 per person, double occupancy, includes first-class accommodations on Amtrak. Information from the National Railroad Museum at 920/437-7623; *staff@nationalrrmuseum.org.*

NORTH CONWAY, NEW HAMPSHIRE, October 17-18. 24th Annual Railfan Weekend at Conway Scenic Railroad. Six historic diesels and 0-6-0 7470 in operation. Passenger, freight and mixed trains, night photo session hosted by Les MacDonald. For complete information contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

DANBURY, CONNECTICUT, October 17-18. Fall Show at Danbury Railway Museum with dealers, new exhibits and train rides. Saturday inbound train from Poughkeepsie, N.Y., via Beacon and Hopewell Junction over the Maybrook Line to Danbury and return. Information from Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813; 203/778-8337.

BELLEVIEW, OHIO, October 17-27. Rail and bus tour of Maryland, West Virginia and Pennsylvania featuring Western Maryland Scenic, Potomac Eagle, Cass Scenic, Kingwood Northern and Amtrak around Horseshoe Curve sponsored by Mad River & NKP Railroad Society. Information from Uptown Travel, 212 West Main Street, Bellevue, OH 44811; 800/837-8785.

PACIFIC COAST TRAIN ADVENTURE on Amtrak's *Coast Starlight* with R&R columnist Jim Porterfield will be run from October 22-29. Packages include airfare, *Spirit of Washington* dinner train, first class service on Amtrak. For a free brochure call Holiday Vacations at 800/826-2266.

NORTH BERGEN, NEW JERSEY, October 24-25 and November 7-8. Steam powered trips to Warwick, N.Y., behind NYS&W 2-8-2 142 each day sponsored by the NYS&W Technical & Historical Society. Additional boarding at Hawthorne and Pompton Lakes, N.J. Coach fare $40 adult, $30 kids. First class available for $150, deluxe coach $60. Tickets ordered by phone at 877/TRAINRIDE or on-line at *www.nyswths.org.* Visa/MC accepted.

LOS ANGELES, CALIFORNIA, October 26-November 5. Pacific Railroad Society will take its sleeper and dome-diner

to the AAPRCO convention in Albuquerque, N M. All private-car train from Los Angeles to Grand Canyon, Santa Fe, Albuquerque, Carlsbad and El Paso. Refundable deposit of $50 holds space until plans and price are finalized. Make checks payable to Pacific Railroad Society and mail to B.L. Sibert, 777 East Valley Boulevard #70, Alhambra, CA 91801; 626/570-8651.

THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net*) will hold the following special events. Admission $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family $16. Contact the museum for more information.

October 31, Halloween lantern tours with eerie lantern lighting, costumed characters.

December 12, Home for the Holidays, meet engineers, ticket agents and passengers from the 1850s to the 1950s.

KINGSPORT, TENNESSEE, October 31-November 1. Clinchfield Autum Leaf Specials through the Appalachian Mountains. Saturday trip through Nolichucky Gorge to North Cove, North Carolina; Sunday trip through the Breaks Interstate Park to Elkhorn City, Kentucky. First class service available. For information contact Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605-0432; 423/753-5797.

DURANGO, COLORADO, December 5. Mixed train on the Durango & Silverton Narrow Gauge Railroad with locomotive and all equipment authentically lettered Rio Grande sponsord by Rocky Mountain Railroad Club. Multiple photo runbys. For more information contact RMRRC, Trip Committee, P.O. Box 2391, Denver, CO 80201.

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870) is sponsoring a trip to **South America,** October 17-November 8, with 21 charters in Chile, Argentina, Paraguay and Bolivia. Call or write for a complete catalog.

TEFS RAILWAY TOURS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Send a SASE for details.

China, four different departures.

Myanmar, December 26-January 10. Main line steam charters and scheduled branch line trains.

RAILROADIANA MEETS

WHITE RIVER JUNCTION, VERMONT, September 12. 6th Annual Chamber of Commerce Glory Days of the Railroad Festival & 3rd Annual Smith-Thompson Model Railroad & Railroadiana Show at the downtown depot and American Legion Post, South Main Street, 9am-5pm. Festival free, model railroad show admission $3 adults, $1 seniors and kids 5-12, under 5 free. Possible excursion train being negotiated. Information: Smith-Thompson, P.O. Box 828, White River Junction, VT 05001; 802/296-3001; e-mail *rrgifts@sover.net.*

ENNIS, TEXAS, September 12-13. Festival of Trains Show & Sale sponsored by Friends of the Museum at Sokol Hall, 2 miles east of I-45 on Highway 34, Saturday 10am-5pm, Sunday 12pm-4pm. Admission $5, seniors 65 and over $4, kids under 12 free with adult. Information: Ron Spellman, 1202 Bluebonnet Hill Drive, Ennis, TX 75119; 972/875-1554.

SCHENECTADY, NEW YORK, September 19. Railroad Round-Up Railroadiana & Model Train Show at Center City, 9am-4pm. Tours of locomotive manufacturer Super Steel Schenectady on a first-come basis. Admission $3, kids 6-12 $1. Open house at Schenectady Model Railroad Club. Information: Schenectady Heritage Area, City Hall, Schenectady, NY 12305; 518/382-5147.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

September 19-20, Lebanon, Penn., Valley Expo Center.
September 19-20, San Mateo, Cal., County Expo Center.
September 26-27, Hempstead, N.Y., Hofstra University.
October 3-4, Norcross, Ga., North Atlanta Trade Center.
October 10-11, Stony Brook, N.Y., State Univ. of N.Y.
October 24-25, Upper Marlboro, Md., Show Place Arena.
October 31-November 1, Pennsauken, N.J., South Jersey Expo Center.

PEORIA, ILLINOIS, September 20. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

LYNNWOOD, WASHINGTON, September 20. 20th Annual Sooper Swap Meet & Train Show sponsored by Swamp Creek & Western Railroad Club at the Scribner Lake School Gym, 19400 56th Avenue West, 11am-4pm. Admission $4, kids under 12 $1. Information: SC&W RR Club, 211 Railroad Avenue, Edmonds, WA 98020.

MISSOULA, MONTANA, September 20. Missoula Model Railroad Club Train Show at Big Sky High School, 3100 South Avenue W, 10am-4pm. Admission $2, under 12 $.50. Information: Bill Taylor, 917 Parkway Way, Missoula, MT 59803; 406/721-2351; e-mail *btaylor@montana.com.*

REDMOND, OREGON, September 26. Historic Railroad Days Swapmeet sponsored by Redmond Downtown

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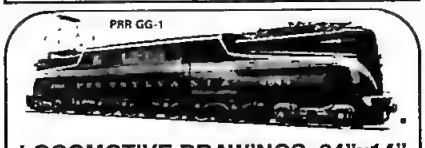

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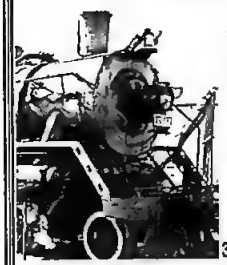

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Association at Evergreen Gym, 437 South 9th, 10am-5pm. Admission $3, seniors and kids under 12 $1. Information: Jamie, 339 SW 6th, Redmond, OR 97756; 541/548-2270.

SAVANNAH, GEORGIA, October 3. Historic Railroad Shops Model Railroad Show sponsored by the Coastal Heritage Society and Coastal Rail Buffs at Historic Railroad Shops, 601 West Harris Street, 9:30am-4:30pm. Admission $3, seniors/students $2, kids under 12 free with parents. Information: Cyndi Sommers at 912/651-6823 or 912/352-8104.

PUEBLO, COLORADO, October 3-4. 5th Annual Pueblo Railfest sponsored by the Pueblo Locomotive & Rail Historical Society behind Historic Pueblo Depot, B Street & Victoria Avenue. Equipment displays and railroadiana vendors. Free admission. Information: PLRHS, P.O. Box 322, Pueblo, CO 81002; *www.pueblorail.com.*

LEESPORT, PENNSYLVANIA, October 4. 19th Annual Train Meet sponsored by the Reading Company Technical & Historical Society at the Leesport Farmers Market, 9am-3pm. Admission $4, kids under 12 free with adult. Information: Chuck at 610/777-2053.

DEARBORN HEIGHTS, MICHIGAN, October 4. Train & Toy SHow sponsored by Fire Fighters Dearborn Heights at Fairlane Christian School, Haas at Telegraph Road, 11am-4pm. Admission $2, family $5. Information: Ray Nikolai, 4954 Roosevelt, Dearborn Heights, MI 48125; 313/277-2419.

ST. LOUIS, MISSOURI, October 10. Railroad Swap Meet sponsored by Boeing Employees' Railroad Club at Greensfelder Recreation Complex at Queeny Park, 550 Weidman Road, 10am-3pm. Admission $2, kids under 12 free. Information: Wayne Schimmel, 733 Highway Y, Winfield, MO 63389-2206; 314/668-6313 (after 6:30pm CT).

FORT WORTH, TEXAS, October 10-11. 16th Annual Railroad Show at Lockheed Martin Recreation Association, 3400 Bryant Irvin Road, Saturday 10am-5pm, Sunday 11am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CST).

JOHNSON CITY (BINGHAMTON), NEW YORK, October 18. 5th Annual Southern Tier Railfest sponsored by Susquehanna Valley Chapter NRHS at the Heritage Conference Center, Watson Boulevard, 10am-4pm. Admission $3, kids under 12 $1.50. Information: Robert Pastorkey, Susquehanna Valley Railway Historical Society, P.O. Box 2415, Binghamton, NY 13902-2415; 607/775-1267.

BOURNE, MASSACHUSETTS, October 18. Annual Railroad & Model Train Show sponsored by the Cape Cod Chapter NRHS at the Upper Cape Cod Technical School, Route 6, 10am-4pm. Admission $3, seniors over 62 and kids 6-15 $2, under 6 free, family maximum $6. Information: Paul Eagan, 196 Court Street, Plymouth, MA 02360; 508/746-6558.

LONDON, ONTARIO, October 24. Forest City Railway Society's 3rd Annual Fall Slide Trade & Sale Day at Fanshawe College, Room B1071, 1460 Oxford Street East, 11am-4pm. Admission $2. Information: Ian Platt, 1240 Glenora Drive, London, Ontario N5X 2P7.

DEARBORN, MICHIGAN, October 25. Trainorama '98 sponsored by the Redford Model Railroad Club at the Dearborn Civic Center, 15801 Michigan Avenue, 10am-4pm. Admission $4, kids under 12 free with adult. Information: Steve Johnson, c/o Redford Model Railroad Club, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

SPOKANE, WASHINGTON, October 25. Spokane Model Railroaders/Inland Empire Railway Historical Society Swap Meet & Show at Spokane Community College "Lair," East Mission & North Greene, 10am-4pm. Admission $2, kids under 12 free with adult. Information: Jerry Fey, 2804 East 25th, Spokane, WA 99223; 509/535-7186.

STRASBURG, PENNSYLVANIA, October 25. Lancaster/Strasburg Train & Toy Show at Historic Strasburg Inn, Route 896, 9am-2pm. Admission $3, kids under 12 free. Information: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

CAMERA BAG

by JIM BOYD

Auto-everything

IT ALL BEGAN innocently enough when I went into the local camera shop to get a "diopter" to put on the viewfinder eyepiece of my old Nikon FM2s. My middle-aged eyes have been fighting for years to see the viewfinder sharply enough to let me focus properly. But it wasn't that easy — it would take a visit to my optometrist to determine what diopter we would have to order.

Camera shop proprietor Gary, however, offered a tempting alternative."Have you considered an auto-focus camera?"

"Yea, but I'm not about to invest in that kinda bucks."

"Well," Gary continued, "I just may have a solution for you." And with that he dragged out a camera bag that contained a like-new Nikon N8008 "auto everything" camera with a whole gaggle of lenses and a strobe flash unit. The whole set was only about a year old and showed no signs of use. And the price he quoted for the whole thing was less than $1000.00.

Now, those of you who've read this column over the years know that I'm the original crusty curmudgeon when it comes to cameras — two mechanical Nikons: no motor drive, no batteries for anything other than the light meter and just a 50mm normal and 28mm wide angle lens (my 70-210mm zoom gasped its last a few years, ago and I haven't shot a tele since, because I simply can't see well enough to focus it). And the FM2s and lenses are all showing signs of excessive use.

I looked at the pristine N8008. For a used camera, it was a beauty. But did I really want to spend that kind of money right now? Well, I'd already had a minor problem fixed on one of the FM2s for about $130, and more maintenance on the other would be only a matter of time. And the hangar rash on the lenses was beginning to bother me (only the relatively new 28mm was in truly decent shape).

The Nikkor AF (auto-focus) lenses included an f1.8 50mm prime, an *f*3.3-4.5 35-70mm zoom and an *f*4-5.6 70-210mm tele zoom. Besides that, my trusty 28mm was actually an AF lens, as well, that I could use in full automatic mode on the N8008.

But it was that tele zoom that sold me. I had been reluctant to shoot telephoto for years, simply because I could no longer see for critical focus in the field. If I could carefully pre-focus using the split-image finder, I could get decent results, but my tele zoom lens was of marginal quality to begin with, and even when sharp, I wasn't always happy with its slightly off-hue results. I really wanted to get back into the telephoto business (will someone please stop Bruce Kelly from laughing).

So I bit. The N8008 was mine!

Gary gave me a quick rundown of the electronic read-out screen on the top of the camera. This darned thing even needed a computer geek to set the shutter speed! Aperture priority? *No!* I need shutter priority. No problem. Just twizzle the mode menu.

No need to set the ASA (sorry, it's now the politically correct "ISO"), because this camera has the electronic thingies that automatically set the film speed when you load the cassette — and the motor-driven

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Hmmmm. I could get spoiled by this.

Well, taking my own advice, I took the camera out for a non-critical test run on the old New York Central main line east of Utica, N.Y., after giving a slide program to the local NRHS chapter. On a sunny afternoon with about a dozen trains, I only missed two because I forgot to turn the camera "on." But that's okay, I took two shots of empty right-of-way while fiddling with the auto-focus previewer function on the shutter release button (press down lightly to get the focus to "snap" into position — press down not quite lightly enough and take a picture of empty track).

My first word of Sage Advice when you buy a new (or new-to-you) camera is to take the instruction book with you. I was screaming along the highway in pursuit of a Conrail hotshot frantically thumbing through the camera instruction manual, trying to remember how to the change the shutter speed! (Press the MODE button and select the speed with the thumb wheel.)

Then I ran out of film and needed to figure out how the power rewinder worked and simply how to open the back of the camera! (Gary had demonstrated loading that first roll of film at the camera shop, but I failed to notice how he opened the back of the camera.) I not only figured it out but managed to change film in the midst of a train chase.

Now the question was how the automatic exposure would work. Could I trust the metering? How accurate was the auto-focus? I just put the camera on full automatic with shutter speed priority and shot away.

In a few words: everything worked fine, and the results of two rolls of film was a very high average of acceptable to excellent shots. I'm really beginning to like this camera, and it's opening up whole aspects of photography that I'd pretty much given up on — like tele shots. This has already been a good investment.

Join me here next month as I explore some of the quirks I discovered about auto-focus and automatic metering of exposure. I think this purchase brings me up to somewhere around 1983 in technology — look out 21st Century!

LINESIDE LEGACY

by JEFF TERRY

Steaming in the Upper Midwest

THE MID-CONTINENT Railway Museum of North Freedom, Wisconsin, has begun a fund raising effort to finance the rebuilding of Chicago & North Western 4-6-0 1385, which was removed from service on June 30, 1998. The 1385, which has been the mainstay of the museum's steam fleet for the past decade, is in need of major boiler and firebox repair before it can resume operation.

The 1385 was first placed into service at Mid-Continent in 1963 and ran for several years before being retired. During the 1980s the locomotive was restored once again and operated main line excursions over the North Western — a tradition that ended with the merger of the C&NW and Union Pacific. Since then it has been a regular fixture pulling the Mid-Continent's museum trains on the 7-mile round trip from North Freedom to Quartzite Lake.

The "Help Steam Live" campaign that

Jeff Terry

CHICAGO & NORTH WESTERN 4-6-0 1385 has been temporarily retired by its owner, the Mid-Continent Railway Museum in North Freedom, Wisconsin, as it awaits major boiler and firebox work. Four days away from "retirement," the 1385 was under steam on the museum's trackage on June 26, 1998.

was started last year hopes to raise $250,000 needed to overhaul 1385's boiler and update the museum shop. Replacing the flues and major repairs to the firebox are on the agenda. Part of this work, mainly welding inside the firebox, must be contracted out, which accounts for the high costs. It is hoped that the engine will be rebuilt and back into service as soon as possible. In the meantime former Saginaw Timber Company 2-8-2 No. 2 is holding down the operating schedule for the remainder of the 1998 season. One other steam locomotive is under major repair at North Freedom, former Lake Superior & Ishpeming 2-8-0 No. 22, which is being slowly rebuilt by a private owner. It is hoped to be operable in the not-to-distant future.

Mid-Continent was once home to many operable steam locomotives, but the serviceable fleet has dwindled in recent years. Former Dardanelle & Russelville 2-6-0 No.9, at one time a regular fixture on the run to Quartzite Lake, is currently out of service and on display in the North Freedom yard. Likewise for Western Coal & Coke 4-6-0 No.1, which is inside the shop awaiting major repairs. Warren & Ouachita Valley 4-6-0 No.1, which operated at Mid-Continent for many years, has been taken by it's private owner to the Kettle Moraine Scenic Railway at nearby North Lake, Wisconsin, where it remains in storage. In recent years, C&NW 1385 and Saginaw 2 have been the only locomotives to steam at the Museum.

If you would like to find out how you can help 1385 and the "Help Steam Live" campaign you can consult the Mid-Continent Railway Museum's internet site at *www.mcrwy.com* or write to the musuem at P.O. Box 358, North Freedom, WI, 53951-0358.

Soo Line 2-8-0 No.2425

The small town of Enderlin, North Dakota, has begun work to cosmetically restore Soo Consolidation 2425 that has long been displayed in the city park. Built by Alco in 1909, the 2425 has deteriorated considerably and is now in need of major attention. For years unfenced and open to the elements, the weather has taken its toll on the 2425, and it is now in a severe state of disrepair. A shelter has recently been constructed to provide protection from the harsh North Dakota winters, and a fund raiser to spruce up the locomotive, which has the characteristic "Soo" face with a headlight above center on the smokebox, has begun. I'll keep you updated on 2425's progress.

Trap Rock 0-4-0T No.3

The Western Minnesota Steam Threshers Reunion, Inc,. of Rollag, Minnesota, has completely restored a 1924 Porter 0-4-0T that last worked for the Dresser Trap Rock

PLEASE SEND preservation news and correspondence directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com*. Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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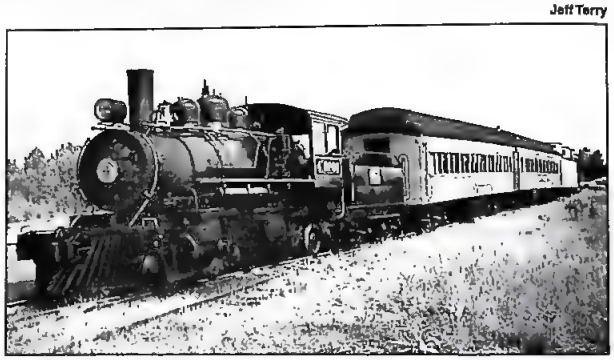
RAILROAD AVENUE ENTERPRISES

Company of Dresser, Wisconsin. The group acquired the locomotive a few years back from the Bonanzaville museum of Fargo, North Dakota, which had long stored the locomotive with hopes of returning it to operation. Now painted and lettered as "WMSTR No.3", the engine is finally ready to make its debut under steam after undergoing a thorough restoration at the WMSTR shop in Rollag over the past two years. The Porter joins former Soo Line 0-6-0 No.353 operating on a two-mile loop of track around the Thresherman's grounds. The scenic ride surrounds a large man-made lake and stops at three different depots; passengers are accommodated in modified wood stock cars. The railroad is in operation every year during the WMSTR show held during Memorial Day weekend, an event which features two operating steam sawmills and dozens of steam and gas tractors. I hope to bring you a more detailed report of this little-known operation in the future.

Laona & Northern

Since we're on the subject of steam in the Upper Midwest, it would be a good time to remind everyone about the Laona & Northern's "Lumberjack Special" steam train that operates out of Laona, Wisconsin. The pride of the line is chunky 2-6-2 Vulcan-built No.4 (the "4-Spot"), which has recently been painted and outfitted with a new pilot. A very nice operation, the L&N has been virtually ignored by the railfan community in recent years, possibly due to its remote location in the northern Wisconsin woods. The "4-Spot" and its train of immaculate former Soo Line coaches travel over two miles of the original Laona & Northern — a line the No. 4 has been operating on since 1926 — to the Camp 5 Logging Museum. There passengers detrain and visit the musuem, which features a working blacksmith shop, logging displays and railway displays. The entire area is highly scenic — a perfect setting for steam and a great place to use up a couple rolls of Kodachrome. The L&N marks its 33rd year of operation in 1998 — why not plan a visit in '99? For more information call 715/674-3414.

Jeff Terry



LAONA & NORTHERN 2-6-2 No.4 continues to run on the line it has traveresed since 1926 in Laona, Wisconsin. The Vulcan-built "4-Spot" had its train of former Soo Line coaches and a caboose in tow on June 15, 1998.

Canadian Pacific 4-6-4 2816

It seems Canadian Pacific has suddenly taken an interest in its heritage. First the railroad acquired the former Nebkota F-units to refurbish, and now has made another bold move with the acquisition of former CP 4-6-4 2816, currently on display at Steamtown in Scranton, Pennsylvania. While CP has not made its plans for the 2816 public, it is known that the locomotive was acquired "in trade" and that it will be moving to BC Rail's steam shop in North Vancouver, British Columbia, this fall. The 2816 differs in appearance from the well known CP "Royal Hudsons" due to the fact that it is not streamlined, but dimensionally the locomotives are very close in size. This will be an interesting story to watch.

Reminder

If you are aware of a restoration, rebuilding or other project that you would like to share please don't hesitate to send me information. This column won't survive without *your* input. And while I can't promise everything you send in will appear in print, I can promise that I'll read everything sent. Please send yoiur news stories to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail me at *lineside@railfan.com*. I would also appreciate it if all the railroad museums out there would add me to their newsletter mailing list so I can report what you're doing in this column. One other note — while you can send news stories directly to me, please forward any photographs directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Hope to hear from you soon! ⊂

RAILROADIANA

What's New?

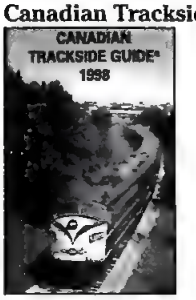
The Bytown Railway Society of Canada has issued a book that will be of great help to anyone documenting the current rail scene north of the border. As its name implies, the **Canadian Railway Station Guide** lists (or attempts to list) every existing station in Canada. The 5½"×8½" horizontal format book with color photos on the front, back and both inside covers and black & white photos liberally sprinkled within, is a wealth of information. The first section of the book details stations that have been relocated from their original towns, broken down by province and original location. Next comes 18 pages of diagrams of station designs, from the generic to the standard designs of both Canadian National and Canadian Pacific.

The bulk of the book, 249 pages worth, is a complete listing, by province from west to east and by town, of every existing station in Canada. Each station listing includes

town, original location of station if it's been moved, specific location of the station (usually by highway number, and also by railway milepost number), the physical attributes of the station and its present use. It is also noted if the station is still standing in its original location.

As in any work of this scope, the Bytown group acknowledges that the work may not be 100 percent accurate, but given its track record with the *Canadian Trackside Guide*, it's pretty sure that the *Canadian Railway Station Guide* is about as accurate as you can get. The book costs $19.95 Canadian plus $4.00 handling (U.S. orders deduct 20% exchange rate from total, Canadian addresses add 7% GST, Newfoundland & Labrador, Nova Scotia and New BRunswick add 15% HST) from Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1.

Canadian Trackside Guide



And since we're dealing with the Bytown Railway Society, their flagship publication, the **Canadian Trackside Guide,** is one of the most indispensible and accurate railfan research books issued annually. With the proliferation of short lines in Canada, the 1998 *Guide* is the biggest one yet. The book is divided into 18 parts and contains virtually everything you want to know about the Canadian rail scene.

The first part contains rosters of Canadian National, Canadian Pacific, VIA and every other major and minor railroad in Canada. Each unit has its current number, original number, any numbers in between and serial number. Tables show the home base for units and models extinct from the rosters for CN and CP. Short line rosters are organized by province and museum rosters are also included. There are also rosters for U.S. railroads whose units are seen in Canada, including Conrail, BNSF, Norfolk Southern, Guilford and a host of others. The roster section finishes with a listing of units deleted from

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Watching Lackawanna E8s emerge from Nay Aug Tunnel on the former DL&W main line in 1998 and, just for a moment, believing it's really 1958.

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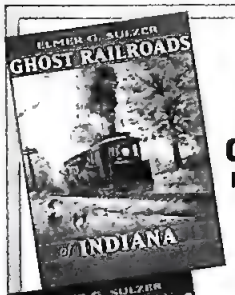

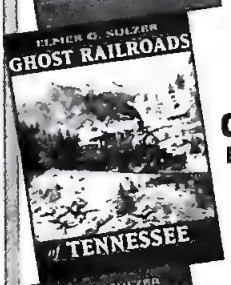

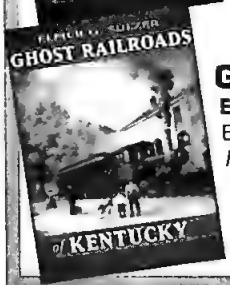

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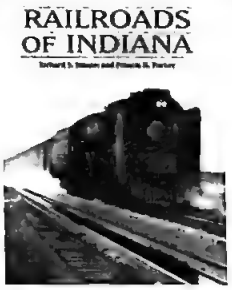

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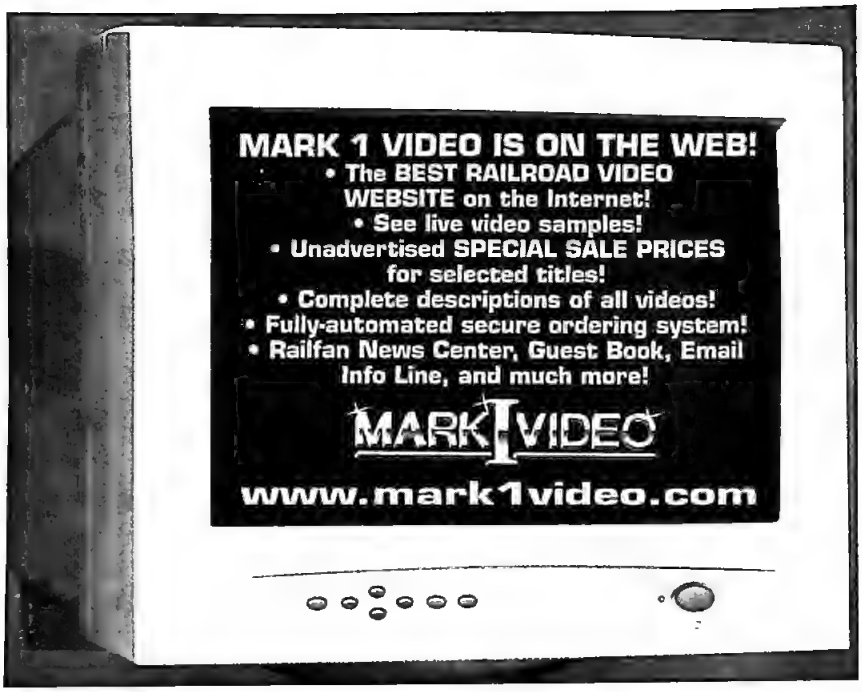
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the rosters since the 1997 edition of the Guide was issued. All told, there are 130 pages of just roster information.

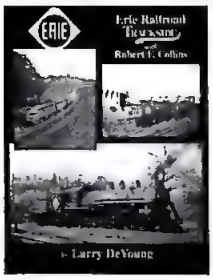
Part two has 32 pages of industrial units and part three has 130 pages of preserved equipment, including Canadian equipment preserved in the United States. Part four is a complete roster of passenger cars while part five lists all equipment in service on Canadian urban rail systems. Rosters of cabooses, rail mounted cranes, snow fighting equipment, rail service equipment (Sperry cars and such), work service cars and scale test cars are covered in parts six through eleven respectively.

Getting into the second half of the book (yes, we're only about halfway through!) the next two parts cover radio frequencies and train numbers. Part 14 is a "Railfans Guide to Canadian Railways" which covers just about every inch of track in Canada in employee timetable-style charts. All U.S. trackage where Canadian trains operate is also included, so you get timetables for the Soo Line, Delaware & Hudson, major chunks of Conrail and some BNSF and CSX.

The *Guide* wraps up with complete passenger schedules for VIA, GO Transit, Ontario Northland and more, diagrams of signal indications, maps of major rail centers and (finally!) 22 pages of reporting marks.

This book should be a part of every traveling railfan's library, even if you aren't heading to Canada soon. We keep back editions here at the R&R office as a running history of Canadian railroads over the last two decades. The *Canadian Trackside Guide* is highly, highly recommended. The 5½"×8½" book costs $19.50 Canadian plus $4.00 handling (U.S. orders deduct 20% exchange rate from total, Canadian addresses add 7% GST, Newfoundland & Labrador, Nova Scotia and New BRunswick add 15% HST) from Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1 — *S.B.*

Trackside with "Mr. Erie"



Erie Railroad Trackside with Robert F. Collins, by Larry DeYoung from Morning Sun Books, Inc., 9 Pheasant Lane, Scotch Plains, NJ 07076; hardcover, 128 8½"×11" pages; $49.95 plus $3.50 shipping (N.J. res. add 6% tax).

As Morning Sun fast and furiously releases color volumes, I'm continuously surprised by just how much good material is out there. This time the stunning color slides of the legendary Bob Collins (yeah, Bob, you've reached that status in many of our minds!) are printed big and bold in Larry DeYoung's *Erie Railroad Trackside with Robert F. Collins.*

This newest addition to Morning Sun's *Trackside* series is most welcome and features some spectacular Erie vignettes. The book kicks off with a series of K1, K4, K5A and K5b-class Pacifics in the late 1940s and early 1950s. Of course "Collins' Curve" in Waldwick, New Jersey, appears early on in the book with a K1 leading a commuter run on a clear June 1949 day. The book moves on to Erie's marine operations in New York Harbor and then quickly shifts to the road's eastern terminus at Jersey City where Bob

lensed part of the westbound afternoon commuter rush on July 2, 1952 — powered exclusively by 4-6-2s! We then follow Bob along a trip west over the Erie as he saw and photographed it, again in the late 1940s, early 1950s era. The reproductions of these slides (most of which are about 50 years young) are excellent. Showcased are C-3A class 0-8-0s, H-21A class Consolidations, S3 Berkshires, more Pacifics, N1 class Mikados, and then diesels (they had to show up sooner or later). As we move railroad west from Jersey City (compass north) to Mahwah, New Jersey, near the New York-New Jersey line and we get into the "southern tier" of New York and the towns of Arden, Greycourt and Goshen located along Erie's Main Line, the scenery becomes more beautiful. With the flip of a page we are looking at Erie's Delaware Division, which was (and in my opinion still is) one of the prettiest pieces of railroad around.

With another few turns of the page I was astounded to see the almost-never-photographed Jefferson Division. This line branched off the Delaware Division (part of Erie's east-west main line) at Susquehanna, Pennsylvania, and dropped south into the anthracite-laden Wyoming Valley, which is home to the towns of Carbondale, Scranton and Wilkes-Barre. I have seen very few pictures of this operation and none in color, so to see Bob's insightful photos of it was a real treat. Our trip west concludes with a smattering of views across western New York State and one at Chicago with two-tone green E8s on the point of Train No.6, the *Lake Cities*.

The book moves on to a few of Erie's New Jersey branch lines and then a section devoted to the venerable S-class Berkshires. The Erie Centennial celebration in May 1951 is touched upon as well as some of the flood damage caused by Hurricane Diane in August 1955, a few wreck shots and then some excursion and special train photos. The all-color volume wraps up in the diesel era with oil-powered passenger and road freights. Even the hard core steam fan can't turn their back on these sections, which are chock full of FT's, F3s, DRS-6-6-1500s, FA1s and RS3s. I only counted two photos which contained second-generation units, one was a Century 424, the other a trio of GE U25B's. Other than these, the book is almost entirely steam in color.

This is a superb book from Larry DeYoung and Bob Collins. Thumbing through it time and again, looking at the detail-filled images of the various steam engines, I could hear the whining of the generators, the pounding of the air pumps and the banging and clanking of the valve gear and rods. Both Larry and Bob worked for the railroad, Bob beginning with the Erie in 1942 and Larry with Conrail in the late 1970s. Their love of trains combined with their real railroad experience is clearly evident in Bob's photos and Larry's informed commentary, which no doubt Bob also contributed to. My only complaint is that every possible photo location between Jersey City and Chicago was not featured but, hey, you can't have everything! This is an excellent book in general and one of Morning Sun's best as of yet — *C.K.*

The Colorful Story of a "Boomer."

Ma Kiley-The Life of a Railroad Telegrapher, by Thomas C. Jepsen from Texas Western Press, University of Texas at El Paso, El Paso, TX 79968-0633, 800-488-3789; soft-cover, 138 pages, $12.50 plus $3.00 shipping.

This book is both an historical account of what the life of a railroad telegrapher was like during the early part of the twentieth century and an examination of feminism in the face of both overt and subtle gender-discrimination in an age that is less than 100 years behind us.

The books opens with a 43-page introduction that delivers the reader an interesting and fast moving account of Ma Kiley's life. Born Mattie Collins Brite in Texas in 1880, Ma Kiley, as she later became known, was forced to become a "boomer" or one who moved incessantly in search of stable work, and in her case, respect.

The majority of the book is a word-for-word reprint of a four-part story by and about Ma Kiley that appeared in RAILROAD magazine in 1950, entitled *The Bug and I* ("bug" is telegraphers' slang for the Vibroplex key that is tapped).

The author uses the conclusion to offer some of his own insights into Ma Kiley's story. This is a very good book — *C.K.*

TRACTION PUBLICATIONS by Joe L. Diaz

The Hedley-Doyle Stepless Streetcar: 80 Years Ahead of Its Time by Henry Elsner, available from the author, H. Elsner, 319 South 44th Street, Philadelphia, PA 191104-4705; $22.95, also available from your hobby shop, bookstore or trolley museum; perfectbound, 8½"×11", 78 pages.

This is the immensely fascinating story of the New York Railways Company's famous low-step cars, known colloquially as the Broadway Battleships, their inception, design and operation. With over 100 black & white photographs, along with numerous equipment drawings and diagrams covering the New York Railways cars, the author has given the reader a fascinating look into this design and its operation. In addition to one double-deck version, a modest series of single-truck battery-operated cars for operation on the lower Manhattan lines (which had not been designed and equipped for electric traction) was designed, constructed and operated. The cost of conduit conversion was beyond reason.

Included herein are the various examples worldwide of this design which were not successful. Additionally, the Pacific Electric Railway had a near exact group of cars, double-truck version, which they eventually relegated to local city car operation in Stockton and Fresno. These 30 units were not deemed successful and were retired in the 1930s.

This is a most fascinating story which the author has explored worldwide for our speculation and enjoyment. There is far too much of interest here to be covered in a brief review such as this. Photographic reproduction is excellent. We certainly recommend that you examine this book and consider it for addition to your collection — *JOE L. DIAZ.*

Correction: In the September 1998 R&R we gave an incorrect price for the book **Cincinnati Streetcars No.10 to the End of Track** by Wagner and Wright with Tom McNamara. The book is available for $19.95 plus $2.00 shipping from Valley Car & Coach, 55 Woodsdale Avenue, Cincinnati, OH 45216-1113. We apologize for any inconvenience.

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BNSF Proposes Changes to UP System

ON JULY 8, 1998, THE BURLINGTON NORTHERN & SANTA FE Railway Company filed an application with the Surface Transportation Board requesting the structural realignments of conditions previously granted by the STB in its August 1996 approval of the Union Pacific-Southern Pacific merger. BNSF cited continued congestion and service problems on the UP system and proposed that immediate and permanent remedial action be taken to eliminate the rail congestion in the Gulf Coast area that has persisted for more than a year.

In its filing, BNSF said that it remains unable to provide the effective competition to UP's lines in the Houston and Gulf Coast area that shippers expect and desire because of "unpredictable and unreliable service by UP." Additionally, the filing indicated that other post-merger developments involving the relationship between the Texas-Mexican Railway and Kansas City Southern Railway and the structure of the Mexican rail system have adversely affected BNSF's ability to provide a competitive alternative to UP at the Laredo gateway to Mexico.

One of BNSF's proposed structural realignments is designed to restore the competitive situation at Laredo as it existed prior to the UP-SP merger. Specifically, BNSF is seeking overhead trackage rights on UP's line between San Antonio and Laredo. If granted, this would allow BNSF to reroute its existing trackage rights trains from UP routes south of Houston along the Gulf Coast to a more direct, less congested route, thus ensuring competitive service for its Laredo-bound traffic. BNSF's other proposals are designed to make long-term contributions toward overcoming the structural deficiencies in its trackage rights, eliminating UP's favoritism and relieving congestion in the Houston area and elsewhere by permitting BNSF to bypass the congested areas. These proposals include granting BNSF permanent overhead trackage rights on UP's Caldwell-Flatonia-San Antonio and Caldwell-Flatonia-Placedo lines; allowing BNSF to operate over both the UP line and the former SP line between Harlingen and Brownsville, Texas; granting BNSF overhead trackage rights on UP's Taylor-Milano, Texas, line and granting BNSF trackage rights on UP lines for BNSF to operate over any available clear routes through the Houston terminal as determined and managed by the Spring, Texas, Consolidated Dispatching Center. BNSF also proposes the STB order the coordinated dispatching of operations over the UP route between Houston and Longview, Texas, and the former SP route between Houston and Shreveport, Louisiana, by the Consolidated Dispatching Center because of the increasing congestion in the corridor and to better coordinate train arrivals in the Houston Terminal.

Additionally, BNSF said that these proposals will not have a significant impact on either UP or Tex Mex traffic levels.

Union Pacific Reacts to STB Filings

ON JULY 9, 1998, UNION PACIFIC RAILROAD SAID ITS REVIEW OF July 8th's filings with the Surface Transportation Board by competitor railroads and others confirmed that there is no basis for the overreaching conditions that they seek. Dick Davidson, UP Chairman & CEO, said that the railroad will respond in detail on September 18, 1998, but called the filings "opportunistic grabs" for key portions of UP's system.

"There are really two separate issues," Davidson said. "The first is whether the merger of Union Pacific and Southern Pacific has reduced competition. The second is whether UP's service problems of past months resulted from any loss of competition, and, if so, whether they justify the extraordinary conditions that our opponents are seeking."

Union Pacific's quarterly merger oversight filing on July 1st showed conclusively that competition is healthier after the merger than it was before. As examples, Burlington Northern Santa Fe trackage rights business has doubled just in the past year and Tex-Mex railroad's share of Mexican traffic has also increased substantially.

On the service front, it's clear that the problems UP encountered on the Gulf Coast had nothing to do with any loss of competition, but resulted from a series of extraordinary external stresses that overwhelmed a fragile Southern Pacific before the two railroads were merged in Texas. According to UP, the problems that plagued UP on the Gulf last fall and winter have been greatly alleviated. UP has even claimed that terminals in Texas and Louisiana are operating smoothly and transit times, particularly between Houston and New Orleans, have dramatically improved largely as a result of merger efficiencies.

"The additional rights requested in Wednesday's (July 8th) filings will do nothing to improve service. In fact, they would set it back by unnecessarily complicating operations," said Davidson. "Basically, our opponents are attempting to impose open access on Union Pacific's Gulf Coast operations. As such, it would undermine railroad investment and represent a step toward reregulation of the railroad industry."

Passenger Trains to Portland!

AFTER A LONG TEN-YEAR BATTLE, PASSENGER SERVICE WILL return to Portland, Maine. The ruling, long-awaited by all sides, was handed down on Tuesday, June 2, 1998.

The Surface Transportation Board ruled on several key issues regarding the deal, including the dispute between Amtrak and Guilford RailSystem over liability insurance concerns. Other issues were resolved by the Board with regard to what Amtrak's financial obligations are to Guilford for both the use and maintenance of the

Franklin Park Railroad Days

ON SATURDAY, MAY 16, 1998, THE VILLAGE of Franklin Park, Illinois, held their third annual Railroad Days. Upholding a growing tradition, the display consisted of equipment from the railroads that pass through the town, and even a few that don't. The show was held across from the Franklin Park Metra Depot on the former Milwaukee Road West line. Present were: Belt Railway of Chicago MP15 No.534, Wisconsin Central's Commemorative GP40s 3026 and 3027, I&M RailLink F45 No.393, Canadian Pacific draper-taper SD40-2 9024 and AC4400CW 9650, Metra F40PH-2m No.213 and F7A's Nos.305 and 308, Indiana Harbor Belt GP38-2 3802 and a multitude of passenger and booster equipment. Canadian Pacific even provided a "train" (right) for the kids which consisted of 55-gallon barrel "cars" powered by a garden tractor "locomotive"!

Charles J. Heraver

Edward W. Horn

right-of-way for the 78 miles of track between Plaistow, New Hampshire, and Portland, Maine.

With the ruling accomplished, track work is now scheduled to commence by fall 1998. The Maine Department of Transportation will begin taking bids for the estimated 70,000 railroad ties that are needed. The track is in poor condition and freight trains are permitted to run at a top speed of only 25 miles per hour. Rebuilding of the right-of-way will allow passenger trains to travel at speeds up to 79 miles per hour, enabling them to complete the one-way trip between Boston and Portland in two hours and 15 minutes. The cost to get the trains running will total $70 million, with the state of Maine paying $9 million and federal funds covering the rest.

Guilford vice president Colin Pease stated that he's pleased with the decision and views it as final. Amtrak president George Warrington stated, "we see no reason why a signed agreement can't be completed within a matter of days. The people of Maine have waited long enough for Amtrak service, and it's time to put this dispute behind us."

Responding to the long awaited ruling, the grass roots organization Train Riders' northeast chairman stated, "I never had any idea it would take this long (to establish service). We never gave up hope." The group began promoting the idea of Boston-Portland service in 1989. Service was originally scheduled to be running by 1993.

Four round trips per day are scheduled for when service commences in late 1998 or early 1999. The cost of a round-trip ticket will be $30.00. Soon after service is established, Maine transportation officials plan to extend passenger service to Brunswick and the shopping mecca of Freeport, home of L.L. Bean.

When service is inaugurated, featured stops will include Haverhill, Massachusetts; Exeter and Dover, New Hampshire, and Wells and Saco, Maine. A weekend-only stop is planned for Durham, N.H., near to University of New Hampshire. In addition, a summer-only stop is planned for Old Orchard Beach, Maine — ***Frank J. San Severino.***

Conrail's (NS') New SD70s

Conrail SD70s 2558 and 2557 represent the first two units of a 24-unit order of conventional direct-current SD70s that will be conferred to Norfolk Southern when it officially takes over its 58 percent share of Conrail on August 22, 1998. The SD70s (2557-2580) were originally intended to be numbered 5655-5678, but were switched to the new series in order to integrate them more easily into NS' SD70 number slot. They join an order of 15 SD70MAC's (4130-4144) that began delivery on March 22, 1998, to Conrail with the intent of conferring them to CSX when it assumes its 42 percent share of the company. The 39 units, all of which are being constructed by Conrail's Juniata, Pennsylvania, shops from kits supplied by General Motors Locomotive Group, were ordered in place of 28 SD80MAC's, which were cancelled after only delivery of two, 4128 and 4129. The 2558 and 2557 were at Conway, Pennsylvania, on July 3, 1998 (**above**).

NS Poised for Quick Transition

Norfolk Southern announced on July 10, 1998, that it plans to add a third operating region to the two it already has. The new Northern region, will join the Eastern and Western regions, and will consist of three divisions, the Harrisburg, Pittsburgh and Dearborn divisions.

The Harrisburg Division, headquartered in Harrisburg, Pennsylvania, includes lines through the states of Delaware, Maryland, New York, New Jersey and the eastern half of Pennsylvania. The division extends east from the cities of Buffalo, New York, and Erie, Pennsylvania, to points such as Baltimore and Hagerstown, Maryland, Wilmington and Dover, Delaware, Bethlehem, Pennsylvania, and Paterson, New Jersey, and into the northern New Jersey and southern New Jersey/Philadelphia shared assets areas.

The Pittsburgh Division, with headquarters in Pittsburgh, Pennsylvania, extends west from Harrisburg through cities such as Altoona and Hollidaysburg, Pennsylvania, and Youngstown, Ohio, and on toward Cleveland. This division has lines in the coalfields of Pennsylvania and West Virginia, and the Ashtabula, Ohio, coal and ore facilities. It includes trackage rights over CSX's portion of Conrail from Crestline, Ohio, to Fort Wayne, Indiana.

The Dearborn Division runs between Cleveland and Chicago, and Detroit and Chicago, including lines from the West Virginia secondary and lines and routes to Indianapolis. The division is headquartered in Dearborn, Michigan, near Detroit.

To give an update on NS' existing operating regions, the Eastern region is comprised of the Georgia, Piedmont, Pocahontas and Virginia divisions. The Georgia Division is headquartered in Atlanta, with lines extending from Rome, Georgia, and Dothan, Alabama, through Macon, Ga., to the cities of Savannah and Brunswick, Ga., and to Jacksonville, Florida, where NS has haulage rights to Miami, Florida.

The Piedmont Division is headquartered in Greenville, South Carolina. It connects with the Georgia Division at Norcross and

Augusta, Georgia. The division extends through the cities of Columbia and Spartanburg, S.C., Greensboro and Charlotte, North Carolina, over to Morehead, N.C., and north into Alexandria, Virginia.

The Pocahontas Division is concentrated in the coalfields of Virginia and Kentucky, with seome trackage in Ohio. The division is headquartered in Bluefield, West Virginia.

The Virginia Division is headquartered in Roanoke, Virginia. The division extends throughout the state, connecting to cities such as Bristol, Bluefield, Petersburg and Richmond, Va., as well as to the coal piers in Norfolk. The division extends out of state to Hagerstown, Maryland, and Winston-Salem, North Carolina.

The Western region consists of the Alabama, Illinois, Kentucky, Lake and Tennessee divisions. The Alabama Division has lines extending from New Orleans, Montgomery and Mobile, Alabama, through the headquarters in Birmingham, Alabama, and on to Chattanooga, Tennessee, and Anstel, Georgia, near Atlanta.

The Illinois Division is the westernmost link on the NS system, connecting Chicago with Kansas City and St. Louis via Decatur, Illinois, the division headquarters. The division also serves Peoria, Ill., Lafayette and Peru, Indiana, and Des Moines, Iowa, via haulage rights.

The Kentucky Division extends from Chattanooga, Tennessee, through headquarters in Somerset, Kentucky, where it forks north through Lexington, Ky., to Cincinatti and west through Louisville and Evansville, Indiana, to St. Louis.

The Lake Division is headquartered in Fort Wayne, Indiana, and extends from Chicago, Cincinatti, and Detroit, running along Lake Erie through Cleveland, where it connects at Buffalo, New York, to the new Harrisburg division. This division also oversees NS trackage rights through the Province of Ontario between Windsor and Welland.

The Tennessee Division is headquartered in Knoxville and extends from its westernmost cities of Memphis and Fulton Station, Tenn., through Huntsville, Alabama, Chattanooga and Cleveland, Tenn., to cities such as Johnson City and Bulls Gap, Tennessee.

More than 130 Norfolk Southern implementation teams and subteams are devising strategies in working toward smooth integration of NS and Conrail operations and facilities.

IRM to the Rescue

IN LATE JUNE, WESTERN MARYLAND SCENIC RAILROAD'S 2-8-0 No.734 (built by Baldwin in 1916 as Lake Superior & Ishpemig 34) suffered a failed main rod, which cracked the steam chest and pushed the piston through the cylinder head. No injuries resulted to the crew or nearly 400 passengers. The crew was able to partially restore operation and complete the trip by removing the rod and valve gear, blocking the valve, and moving under the remaining piston's power.

Fortunately, a nearly-identical Consolidation — Lake Superior & Ishpemig No.35 — is on static display at the illinois Railway Museum. IRM agreed to loan components from LS&I no.35 to the Western Maryland Scenic. Less than a week after the incident, a crew led by WMSR's chief mechanical officer Dan Pluta travelled to Union, Illinois, and removed both main rods and the right crosshead, piston, piston rings and packing, cylinder head and valve gear components from LS&I No.35. The borrowed parts will be installed on 734 for the rest of its operating season, while its own components are repaired or reproduced before next year's schedule begins. At press time the repairs, including welding the damaged cast cylinder, were complete and the locomotive was being cautiously, but optomistically, steamed up once again.

IRM's rental fee for the use of its components was a token $1.00. As IRM steam department curator Tom Schneider noted, "This is a small industry, and we need to support each other when problems occur."

UP Sells Section of Royal Gorge Route

ON JULY 3, 1998, UNION PACIFIC COMPLETED THE SALE OF A nearly twelve-mile section of its former-Denver & Rio Grande Western line through Colorado's Royal Gorge to the Royal Gorge Express (RGX). the sale of the line is the result of the efforts by the state of Colorado and Union Pacific to identify other options for rail lines in Colorado that were selected for abandonment as a result of the Union Pacific/Southern Pacific merger in 1996.

Two affiliates of RGX will operate trains over the eleven and three-quarter mile rail line between Canon City and Parkdale, Colorado. Rock & Rail, Inc., will conduct freight operations and serve a new rock quarry near Parkdale. Canon City & Royal Gorge Railroad (CCRG) will operate a tourist passenger train over the line. CCRG hopes to begin operation during this year's tourist season and slated August 14, 1998, as the first day of service.

Union Pacific will retain trackage rights over the line to serve a power plant at Canon City and to preserve access to the entire "Tennessee Pass" route between Dotsero and Pueblo, Colorado. UP continues to serve stations on this route from Pueblo to Canon City to the east and from Dotsero to Sage to the west. However, with the exception of a mining customer at Malta, local service between Parkdale and Sage has been discontinued, as permitted by the STB's UP/SP merger ruling. No trains have run across the entire route since last year.

WATCO Adds New Short Line

THE BURLINGTON NORTHERN & SANTA FE RAILWAY HAS SOLD 39 miles of track between Kirbyville, Texas, and DeRidder, Louisiana, to Timber Rock Railroad, a new subsidiary of WATCO, a company which has bought other BNSF and Union Pacific lines in the recent past, owns several contract switching companies and operates car and locomotive shops.

Under the transaction, which includes all track structure and real estate, BNSF will continue to price business and will provide the Timber Rock with a per-car fee. The short line will also provide crews for the Georgetown Railroad's rock trains between Silsbee, Texas, and DeRidder. In addition, Timber Rock will provide intraplant switching and track maintenance at Boise Cascade's DeRidder facility in lieu of the current arrangement with Boise. Interchange with BNSF will be at Kirbyville with the exception of the Georgetown Railroad's rock trains.

Steam Double-Header in British Columbia

BC RAIL'S "ROYAL DOUBLE-HEADER" WAS OUT AND ABOUT ON Wednesday, June 17, 1998 (**below**). The excursions, which normally run from May through September between North Vancouver and Squamish, British Columbia, feature former Canadian Pacific class-H1e *Royal Hudson* 2860, built by Montreal Locomotive Works in June 1940, and former-Canadian Pacific class-N2b 2-8-0 3716, constructed by MLW in November 1912. Both engines are on lease to BC Rail from the British Columbia provincial government.

Steve Brown

RAILNEWS

U.S. Gypsum 45 ton

United states gypsum has a treat in store for those who track industrial locomotives, affectionately known as "critters." Witness General Electric 45 ton center cab No.104 (**left**) shifting cars at the U.S. Gypsum facility in Alabaster, Michigan. Built in April 1956, the unit is new to the Alabaster facility, arriving earlier this year.

TH&B Lives On

Ceasing to function as a corporate entity for over a decade, the Toronto, Hamilton & Buffalo Railway name continues to adorn motive power. NW2 No.51 (**middle left**), wearing full TH&B regalia, is now owned by the Ontario Southland Railway. The unit was recently moved from its current assignment at the Petro Canada refinery in Clarkson, Ontario, to St. Thomas where it will receive a new wheel set salvaged from OSR's SW9 L3 (there are no reports about new paint). The 51 began its service career in December 1947 and was retired in 1988, shortly after the TH&B was absorbed by CP Rail's London Subdivision in 1987. It has been back in service since 1992.

Illinois Central GP28s

Considered surplus when Illinois Central Gulf spun off the Chicago Central & Pacific late in 1985, three of EMD's rare GP28s wound up on the CC&P. Two of the units were still operable when Illinois Central reacquired the line and now one of them, 8418 (ex-CC&P 9439, nee-IC 9439) has been painted into IC black (it had been orange and white). Its sister, CC&P 9438 (nee-IC 9438), still in original IC black since its 1964 construction, was trailing on train CHWL (Chicago-to-Waterloo, Iowa) as it passed through Buckbee Siding (**bottom left**) on the east side of Rockford, Illinois, on April 23, 1998. Incidentally, for those who scrutinize rosters, when GP28 9439 moved into the 8418 number slot, the locomotive that had occupied that position, a GP10, went to the U.S. Army and became their 4602.

Big Boy to Move

On Thursday, August 13, 1998, at the Age of Steam Museum inside of Dallas' Fair Park, Big Boy 4018 is scheduled to move for the first time in 30 years. The move will only be several feet to determine the condition of 4018's running gear.

The engine is scheduled to be pulled to Sherman, Texas, via the Dallas, Garland & Northeastern where it will refurbished for use in a planned motion picture project being spearheaded by McKinney, Texas-based High Ball Films. Restoration work will be performed by Diversified Rail Services of Osceola, Wisconsin. The film, entitled *Big Boy*, is scheduled for a Christmas 1999 release date.

Nebkota F-units to Canada

Nebkota Railway's trio of former Canadian National and Canadian Pacific EMD F9s are on their way back to the Great White North to power Canadian Pacific Railway's business train. F9A No.54 (nee-CN 6541) FP7Am No.55 (CP 4099) and F9B No.61 (CN 6612) were eastbound for the last time east of Rushville, Nebraska, (**top left**) on the Chadron-Merriam Turn on May 12, 1998. The locomotives were then stored at Chadron, Nebraska, until June 23, 1998, when they went out on the Duluth, Minnesota & Eastern through Rapid City, South Dakota, to Thief River, Minnesota, where work is being performed by the Independent Locomotive Service (ILS) shops. Interestingly, when the units came down from Canada to Nebkota in March 1994, their first stop before going into service was at ILS.

In addition to these units, CP also plans to utilize a number of 8500-series B-units that had been in maintenance-of-way service. At a time when the classic Conrail cabs are being cast aside, it's nice to see a Class One embrace vintage power for their flagship train.

Essex Terminal 0-6-0 Steams

After five years of undergoing a complete restoration, Essex Terminal Railway 0-6-0 No.9, built by MLW in February 1923, has returned to active service on Sundays in St. Thomas, Ontario. The work was performed by the Southern Ontario Locomotive Restoration Society, a voluntary organization under the guidance of Don Broadbear, who leased No.9 from the ETR. Restoration took place inside the former Michigan Central shop in St. Thomas, which is still equipped with an overhead crane. The restoration process included restoring No.9 to its original appearance as when it was delivered to the ETR in 1923. SOLRS did take a few liberties in adding a mechanical lubricator and a pair of classification lights. No.9 also received a pilot constructed of recycled boiler tubes, removed off of a Greater Winnipeg Water District Railway GE 44-tonner. Originally, the pilot most likely came off one of the GWWD's steam engines so its use on the No.9 is considered legitimate. For now, plans are to run the 0-6-0 in St. Thomas, where it was on June 21, 1998 (**bottom left**).

Pioneer Zephyr Exhibit Opens

All Aboard the Silver Streak is the name of the new long-awaited *Pioneer Zephyr* Exhibit, now open at Chicago's Musuem of Science & Industry (MSI). The world's first stainless steel diesel streamlined passenger train is the first thing visitors see when they enter the Museum through its new underground parking garage and Great Hall entrance. The subterranean complex was dedicated with a preview dinner July 14, 1998, and a curtain-raising on July 16th, both presided over by dignitaries including Chicago mayor Richard M Daley. For more information about visiting the Museum, contact them at 773/684-1414 or *www.msichicago.org* — ***Curtis L. Katz.***

Above and inset: Chip Sherman

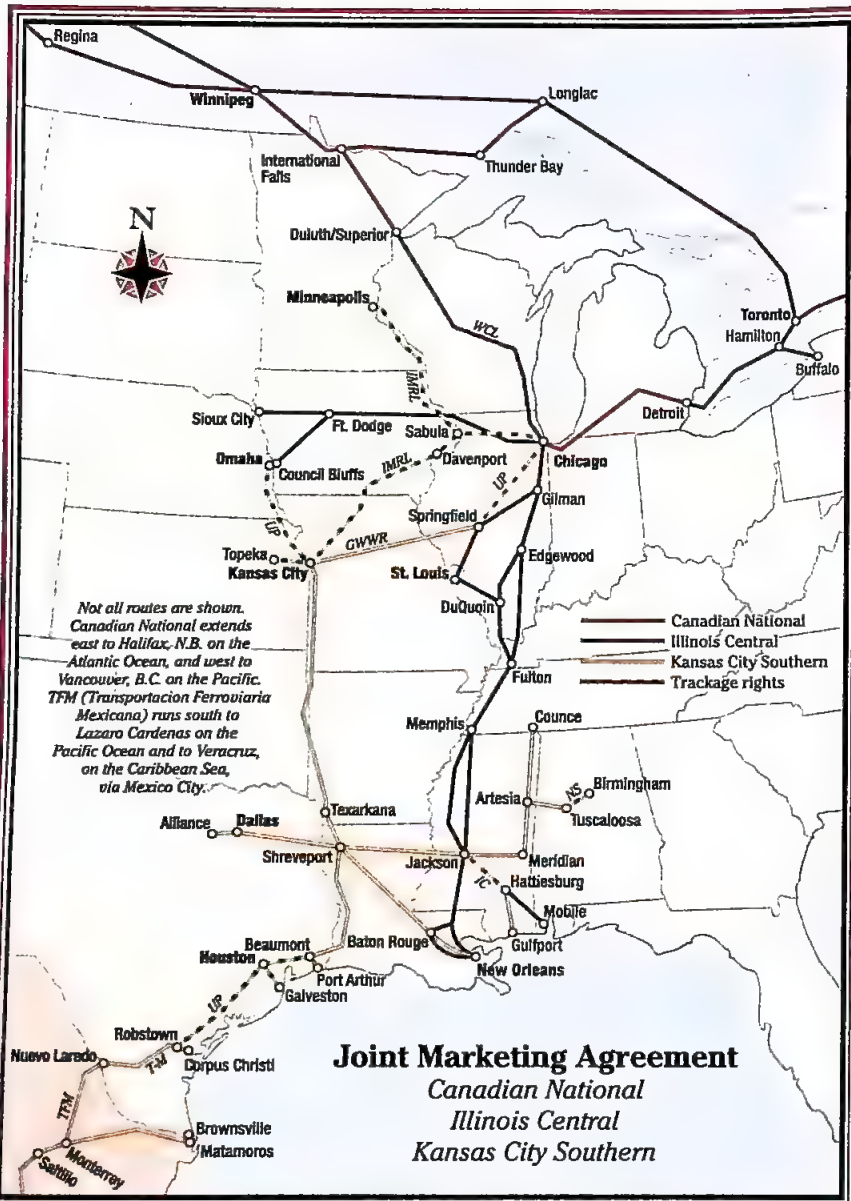
Union Pacific E-units

Union Pacific ran an E-unit powered 13-car passenger special into Denver, Colorado, Union Station, arriving on Track No.3 at 7:30 p.m. on June 1, 1998 (**top**). The E9s, 949, 963B and 951, powered the customer special from Council Bluffs, Iowa, to Las Vegas, Nevada, via UP's Nebraska main line and Moffat Tunnel line, ending in Cheyenne, Wyoming. Union Pacific track inspection car No.420 *Fox River* (ex-Chicago & North Western) brought up the markers while at Denver Union Station on the night of Monday, June 1, 1998 (**inset**).

Milwaukee Road 261 Steams to Galesburg

After suffering an overheated main driving rod bearing that caused delays to the first of two Chicago-to-Galesburg, Illinois, daily round trip excursions on June 27 and 28, 1998, Milwaukee Road 4-8-4 No.261 flawlessly powered the return leg of the final trip with 24 cars in tow. While the bearing, which was gummed up when a grease stick contaminated with dirt was used to lubricate it, was repacked at Galesburg, BN SD9 6156 filled in. The hifgh-stepping 261 was seen on the BNSF main at Galesburg, Illinois, for its Railroad Days festival, on June 27th (**bottom**).

Larry R. Stiles



WITH THE PASSAGE OF THE North American Free Trade Agreement (NAFTA), new corridors for commerce have opened up running north and south across the United States. Kansas City Southern was the first U.S. railroad to forge a north-south thread across mid-America by purchasing the Texas-Mexican Railway and the Gateway Western, forming a line from the Mexican border to Chicago. KCS then broadened its reach by acquiring Mexico's largest railway, *Transportacion Ferroviaria Mexicana,* as well as the Panama Railroad that parallels the canal.

The next move in the NAFTA game came when Illinois Central, with lines reaching from the Gulf Coast to Chicago, announced it was merging with Canadian National, which stretches from the Atlantic to Pacific Oceans. CN accesses the IC in Chicago via its own line from Detroit and the east and via Wisconsin Central trackage rights from Duluth/Superior and the west.

On April 16, 1998, KCS and CN/IC announced a 15-year joint marketing alliance in which the companies will coordinate sales and marketing, operations, fleets and information systems. It is hoped the alliance will increase existing automotive and intermodal markets.

Two major interchanges are being set up between KCS and IC. Traffic moving between the south end of the KCS or Mexico and CN/IC territory will be handed off at Jackson, Mississippi. Traffic from CN or the northern end of IC and heading for the Midwest on KCS will be interchanged at Springfield, Illinois. Pending STB approval of the CN/IC merger, CN and KCS will upgraded intermodal facilities at Memphis, Dallas, Kansas City and Chicago. KCS would receive overhead trackage rights on CN/IC between Jackson and Palmer in Mississippi, and haulage rights between Hattiesburg, Miss., and Mobile, Alabama. CN/IC would reach the Port of Gulfport from Hattiesburg via overhead haulage rights on KCS.

SIT OUT ALONG Wisconsin Central's Chicago-Superior mainline any day and you'll see runthrough power from all of the Big Five-soon-to-be-Four super railroads. Trains of paper products are also abundant as are ore trains moving to Chicago and points east. You're also likely to see a pair of intermodal trains fly past you with a mix of Canadian National and WC power. These two hotshots made their maiden runs in 1996 as part of a CN/WC/IC marketing alliance called the Superior Connection. They're also a symbol of great things to come.

Circle the Waters

The "Iron Lariat," as it was called by some railfans, described how the CN map would look after the railway took direct control of its U.S. subsidiaries. With the takeover of the Duluth, Winnipeg & Pacific and Grand Trunk Western, CN would have its own routes completely encircling the Great Lakes — almost. The GTW is CN's key route beteen Sarnia, Ontario, and Chicago, while the DWP is its main route to the twin Great Lakes ports of Duluth, Minnesota, and Superior, Wisconsin. The missing piece of CN's "Iron Lariat" was the gap between the Twin Ports and the Windy City. The problem was simple: all traffic for points beyond Superior was handed off to connecting roads.

In late 1992 CN struck a deal with Burlington Northern that brought manifest trains onto the BN mainline between the Twin Ports and Chicago. Previously, traffic was turned over to the Chicago & North Western, BN and the Soo Line. With this traffic diversion, as many as four trains daily were handed off to BN (now BNSF) by 1998. With this agreement in place, the loop of the lariat was complete.

Unfortunately, the lariat had a few extra knots. BNSF's traffic continued to grow. The single track line between the Twin Cities and Twin Ports became congested. Traffic tie-ups have become routine and CN trains are often delayed. Even BNSF's former Burlington double track main along the Mississippi has become congested causing delays to CN trains.

Maroon and Gold Rope

by
Bob Gallegos

CANADIAN NATIONAL and WISCONSIN CENTRAL, along with Illinois Central, forged a marketing alliance in 1996 called the Superior Connection. This agreement allowed CN to have trackage completely circling Lakes Superior, Michigan and Huron. In Februrary 1998, CN SD75I 5732 was leading train No.176 over the WC at Theresa, Wisconsin. CN trains operate over the WC between Neenah, Wisconsin, and Schiller Park near Chicago. That same month, WC SD45 7500 was leading an eastbound train at the summit of Byron Hill (below).

Knocking on Chicago's Back Door

In 1996 WC, CN and Illinois Central forged a new marketing alliance called the Superior Connection. Compared to BNSF's busy mainlines, WC's single track main across the heart of dairyland, while busy with ore, paper and Union Pacific trackage rights traffic, afforded a relatively fast route to Chicago.

WC accepted the challenge of operating fast trains across its system. Trains operate using two crews with a change at North Fond du Lac, Wisconsin. These hotshots cover the 455 miles in less than 24 hours. WC's intermodal ramp at Neenah has become a hub for traffic moving between western Canada and the upper midwest with trains 176/177 making setouts and pickups on every run.

Trains come into Schiller Park on Chicago's northwest side and negotiate their way through the spaghetti bowl of the Chicago Switching District into IC's main intermodal ramp south of downtown in suburban Homewood.

Retying the Knot

WC has done a great job handling the CN intermodal traffic. Concurrent with its own traffic increases as well as from CN and UP, WC began improving the Superior-Chicago main. Track speeds are up, sidings have been built or extended and CTC is on its way on the Superior Sub.

With CN's announcement of the IC acquisition earlier this year, the future of the Superior Connection was unclear. CN had the option of routing trains over BNSF to East Dubuque, Illinois, and onto the former Chicago Central mainline at Portal. Other options included striking a deal with UP between Superior and Chicago via Milwaukee using WC trackage rights between South Itasca and Necedah, Wisconsin, or via BNSF rights through the Twin Cities and onto the UP line to Milwaukee and Chicago via Altoona, Wisconsin.

On June 15th CN announced that it had struck a deal with Wisconsin Central for haulage rights between the Twin Ports and Chicago. The agreement is for a minimum of 20 years and includes performance incentives to WC. WC will continue to make upgrades to its main line to handle the additional traffic. The new trains could be running by the time you read this.

Everybody's a winner in this deal; WC wins additional traffic and physical plant improvements, CN wins a long term route for traffic moving south from western Canada and BNSF gets a bit of breathing room for its own increasing traffic along the Mississippi.

Poised for traffic growth

In conjunction with the merger, CN, IC and KCS announced a joint marketing and coordination agreement for NAFTA traffic moving between Mexico, the U.S. and Canada. CN/IC and KCS will connect and interchange at Jackson, Mississippi. You can bet that WC is also looking forward to moving its share of NAFTA carloads. The CN-IC merger, the WC's Superior Connection, along with the KCS agreement create a funnel-shaped system for traffic moving to Mexico (see sidebar map). CN's lines gather or distribute traffic to all of Canada, IC is the neck of the funnel and the KCS family of lines including the Texas-Mexican Railway and *Transportacion Ferroviaria Mexicana* gather traffic in Mexico and the southern U.S. All traffic from western Canada to Chicago and points south will travel across WC.

The railfan perspective

What does all this mean to the average railfan? Get out your cameras. Make the trip to Wisconsin. Plunk yourself along one of the most scenic mainlines in the midwest. On the WC, variety is the name of the game. Wisconsin Central is one of railroading's best shows. Pastoral scenery, deep forests and steep grades and high trestles are all found on WC's mainlines. Ore trains for CSX/Conrail, clay slurry runthroughs off the NS, Powder River Basin coal behind UP's and BNSF's high-horsepower technofleet and now, hot international intermodal and merchandise traffic from CN.

Oh yeah, one more thing. WC has the biggest fleet of SD45s on the planet. In addition, you'll find first and second generation geeps on the roster as well as a fleet of EMD switchers. Most of WC's traffic is forest products or agricultural, so the traffic mix out on the Chicago-Superior main makes for some interesting trains.

Cumberland COAL

by Richard C. Borkowski, Jr.

THE ENGINEER'S right hand slowly notches out the throttle as his left hand releases the train line air brakes. The huge engines pump out sand as fast as they can in a desperate attempt to reduce wheel slippage. The slack slowly runs out of the hoppers as 13,000 tons of coal begin their journey out of Rowlesburg, West Virginia, for an assault on *the* most torturous mountain railroad in the northeast, Cranberry Grade.

Over the years the motive power, the paint schemes and the technology have changed, but the principle has remained the same. If the railroad wants to move coal east out of northern West Virginia, it *must* have the most powerful engines that money can buy. Power on the grade has progressed from the Baldwin 2-8-8-4 EM-1s, to four unit sets of F7s, to four unit sets of SD35s, to three unit sets of SD50s. Today, mixed bags of EMD SD60s and GE CW4400AC's combine to move tonnage up the torturous 2.8% grade. When EMD delivered a batch of 25 SD70MAC's to CSX in early September 1997, they went straight to Grafton.

Cumberland Coal Business Unit

As spectacular as Cranberry Grade is, it is just one element of CSX's amazing operations in northern West Virginia. In May 1993, CSX consolidated 19 different subdivisions into one operational outfit known as the Cumberland Coal Business Unit, or CCBU. Stretching from Cumberland, Maryland, west to the Ohio River, the CCBU includes all former Baltimore & Ohio and Western Maryland lines in the region. Its primary purpose is to serve the coal fields of Northern and Central West Virginia and to move the tonnage to the seaports and utilities. Over 20 million tons of coal originate on the CCBU each year. There is also a substantial amount of local traffic which is mostly related to the lumber, paper and chemical industries. Operationally, the Curtis

Bay coal piers in Baltimore are also considered to be part of the unit.

The Cumberland Coal Business Unit is headquartered in Cumberland, Maryland. From offices located near the diesel shop, employees coordinate operations to serve the needs of the mines, utilities, and seaports. Having the decision makers this close to the action allows more flexibility in operations. Although the operational officers are in Cumberland, the dispatcher for the CCBU is located in CSX's Dufford Dispatching center in Jacksonville, Florida.

Grafton: operational center

Grafton, West Virginia, is the heart of the Cumberland Coal Business Unit. Four different lines spider out from Grafton and a medium-sized yard extends for 2.5 miles from East Grafton to D Tower. The purpose of Grafton Yard is to break down incoming hopper trains and to dispatch the loads and empties to their proper destinations. Grafton is also home to a moderate amount of local traffic that is switched by a daily local and moved on freights Q316 and Q317. The city also features a small engine facility that performs fueling and sanding duties.

The B&O reached Grafton in 1852 and many of the railroad facilities in town date to the early 1900s. The largest building in town is the Willard Hotel, built by the B&O in 1912 but currently unused. Adjacent to the hotel is the former station that also housed the Monongah Division offices until 1985. Grafton hasn't seen passenger service since Amtrak's *Shenandoah* was discontinued in 1981, but the station still houses a handful of local managers.

The Mountain Subdivision

The most famous section of the CCBU and one of the most spectacular pieces of railroad in the east is the Mountain Subdivision. Better known as the West End, these 101 miles from Grafton to Cumberland were once part of the B&O's main line stretching from the east coast to St. Louis. Today the through traffic is gone but the line still

Photography: Richard C. Borkowski, Jr.

COAL IS THE NAME OF THE GAME *for CSX's Cumberland Coal Business Unit, extending into West Virginia from Cumberland, Maryland. The Kingwood Subdivision connects with the main line Mountain Subdivision at Rowlesburg, West Virginia, where CSX CW4400AC 121 and a mate were pushing a loaded coal drag onto the main on May 7, 1997 (**opposite top**). Grafton, West Virginia, is the center of the CCBU, where SD70MAC 714 was passing D Tower on a foggy September 27, 1997 (**opposite bottom**). The Willard Hotel in Grafton provides an impressive backdrop for CW4400AC 126 on September 21, 1997 (**below**).*

hosts two daily freights and a steady stream of coal. What makes the West End spectacular are the four grades. Eastbound trains face Newberg and Cranberry Grades uphill while westbounds must ascend Seventeen Mile and Cheat River Grades.

Eastbound trains leaving Grafton face a gentle 0.5% grade for the first ten miles to the small town of Newberg where the grade of the same name begins. It's a six mile climb to Kingwood Tunnel and the grade reaches 2.37% at Brian's Curve near MP 266. Although Newberg Grade officially ends at Kingwood Tunnel, the battle is not over. Eastbounds still face another three miles of 0.76% grade before reaching Blaser.

The B&O color-position-light signals, a long-term fixture on the West End, are gradually being replaced. In 1997,

***THE SUMMIT OF CRANBERRY GRADE** is in Terra Alta, West Virginia, where eastbounds climb out of "The Hole." On May 7, 1997, CW4400AC 111 was in charge of train Q316 as it crested the grade. On September 19, 1997, a westbound empty with CSX 238 in charge was coming off Lewis Curve and entering Grave Yard Curve on the Mountain Subdivision **(opposite top)**. The station in Oakland, Maryland, is a registered historic landmark and is still used by CSX MofW personnel. CSX SD40-2 8114 led eastbound Q316 past the station with a Union Pacific engine in the consist on September 19, 1997 **(opposite bottom)**.*

CSX began replacing some of the signals on Newberg Grade and replacing them with C&O style "traffic lights".

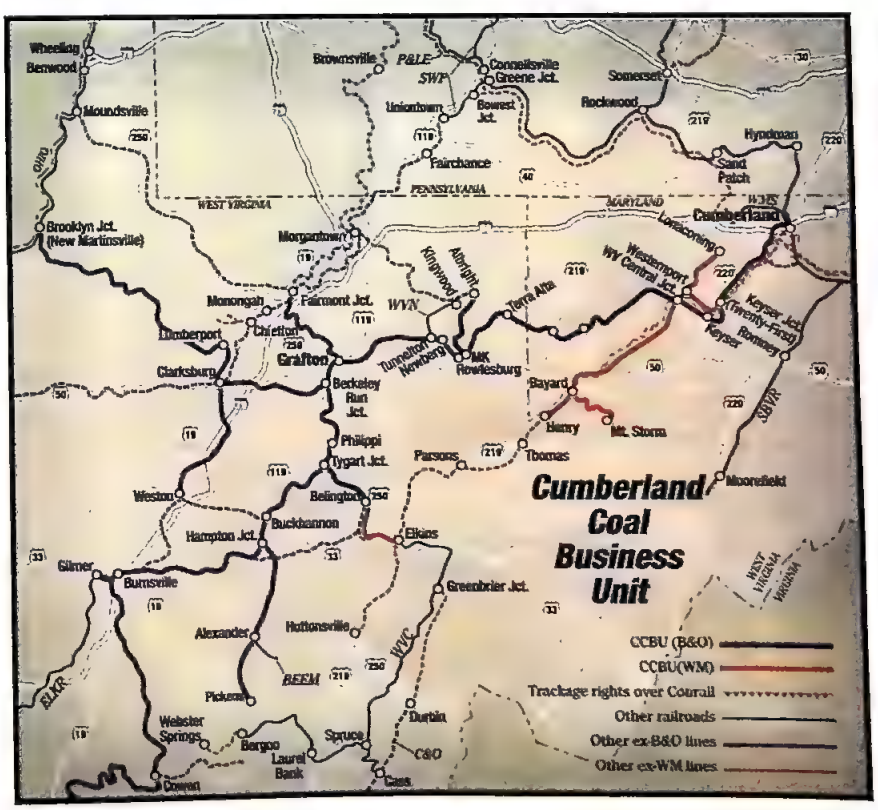
Cheat River Grade is the shortest grade on the West End. It begins in Rowlesburg and stretches five miles to Blaser. The climb on this remote piece of railroad reaches 2.34% at MP 255 with a ruling grade of 2.10%. Thanks to a flood in 1985 and a derailment in 1989, Cheat River Grade is now single tracked. The scenic highlight of this stretch is Tray Run Viaduct whose stone arch structure stretches 443 feet in length and rises over 100 feet. Located just west of Rowlesburg, the viaduct stands high along the north face of Laurel Mountain and can be viewed from the opposite bank of the Cheat River. At Rowlesburg, the 15- mile Kingwood Subdivision extends northward to reach two coal loaders. A crew out of Rowlesburg drags a train off the branch almost daily. Coal off of the M&K reached 1.5 million tons in 1994.

The most impressive stretch of the West End is Cranberry Grade. Loaded coal trains must face this 2.84% grade uphill. The grade begins just east of Rowlesburg and climbs twelve miles to Terra Alta. Even with helpers, a number of coal trains stall on Cranberry Grade and are forced to double the hill. Located about two-thirds of the way up the grade is Grave Yard Curve, so named for the 18th-century tombstones that dot a hillside along a horseshoe curve. The top of the grade in Terra Alta is known as "The Hole", named for reasons obvious to anyone who has been there. One standing in Terra Alta can often hear a train for over an hour as it battles up Cranberry. Located between Cranberry and Seventeen Mile Grades is an area known as The Glades. In this area known for its excessive snowfall, the grade undulates for 19 miles between Terra Alta and Altamont. The frequent peaks and valleys are relatively short but exceed one percent in four places. Four miles east of Terra Alta at Corinth, the Mountain Subdivision crosses the state line into Maryland.

Altamont is the highest point on the Mountain Subdivision and still sports a cement monument stating this fact. It is also the western end of the climb up Seventeen Mile Grade. Beginning in Piedmont, this remote grade features a long westbound climb of over 2.4%. Seventeen Mile Grade is the most isolated stretch of the West End as the tracks follow the remote valleys of Big Savage Mountain. The scenic highlights of this grade include the summit marker at Altamont and the graceful Bloomington Viaduct.

Keyser is the location of a small yard that CSX uses to consolidate coal trains that have moved over the mountain. CSX prefers to dispatch two 80 car trains out of Grafton and then consolidate them here for movement west. Keyser is also the base for traffic to and from the large Westvaco paper mill in Luke. East of Keyser, the line follows a gentile profile through the Potomac River valley before ending at Viaduct Junction in Cumberland.

Manned interlocking towers still dot the landscape along the Mountain Subdivision but their numbers are rapidly dwindling. In 1994, six towers were still active between Grafton and Cumberland. The first to go was AM Tower at Altamont which was closed in 1996.



THE PLEASANT CREEK BRIDGE, *located nine miles southwest of Grafton, is a scenic highlight on CSX's Cowan Subdivision. The Cowan Turn with AC4400CW 126 in charge was crossing the bridge westbound on July 21, 1996. The largest non-coal customer on the CCBU is the huge Westvaco paper mill at Luke, Maryland, on the Hampshire Subdivision. GP38 2111 was working the facility on the former Western Maryland on August 25, 1996* ***(below).***

The tower still stands and makes a nice photo prop. In early 1997, CSX closed ND Tower at Viaduct Junction in Cumberland and demolished it in July of that same year. The famed Q Tower was closed by CSX in June 1998 but the tower was still intact at press time. Three towers still remain. They include Z Tower in Keyser, MK Tower in Rowlesburg, Q Tower in Hardman, and D Tower in Grafton. All are still open 24 hours a day.

The Cowan coal fields

Although the Mountain Subdivision is the most famous portion of the CCBU, the Cowan coal fields are the most important. The coal from this area accounts for 60% of the traffic on the CCBU. The Cowan Subdivision runs south out of Grafton. Along the way, numerous branches radiate off of the line to serve various coal loaders. CSX also receives coal from interchanges with two short lines in the Cowan coal region.

The Cowan Subdivision begins at Berkeley Run Junction on the Bridgeport Subdivision, just west of Grafton. The first coal branch is located at Berryburg Junction, eleven miles south of Grafton. This branch is served by a crew known as a Compass Turn. Sentinel Mine loads a train almost daily and traffic approached 1.5 million tons in 1994. The Belington Subdivision connects with the Cowan Subdivision at Tygart Junction, 20 miles from Grafton. This former B&O line runs southeast to Elkins where it connects with the former Western Maryland lines to Dailey and Webster Springs. Much of the rugged WM is this area is either abandoned or out-of-service and provides CSX with virtually no traffic. Four miles south of Tygart Junction is Century Junction. The Century Branch runs for five miles to serve several coal loadouts, and is currently out-of-service.

Buckhannon is 36 miles south of Grafton. A wye is located here that leads into the Christopher Branch, a two-mile line that serves several non-coal accounts. Six miles to the south is Hampton Junction, the southern end of Centralized Traffic Control. South of Hampton Junction, the railroad is controlled by DTC blocks. From here the Cowan Subdivision turns to the southwest while the Pickens Subdivision runs south along the Buckhannon River to the town of Pickens. Although there are no major mines currently loading along this stretch, CSX receives loads at Alexander from the Beech Mountain Railroad.

South of Hampton Junction, the Cowan Subdivision turns quite mountainous. The line climbs a modest ten-mile grade to Frenchton. At an elevation of 1535 feet, Frenchton is the summit of the Cowan Subdivision. On the other side of the summit, loaded coal trains face a 21-mile grade out of Burnsville. Although the average grade is only 1.38%, there are some stretches that approach two percent and helpers are a necessity. Helpers are based out of Burnsville, 74 miles from Grafton. At Burnsville Junction, the Elk Industrial Track extends six miles to a connection with the Elk River Railroad, another short line that provides CSX with occasional coal

trains.

The town of Cowan is located 117 rail miles south of Grafton. Here the line begins to split into countless branches, most of which are inactive at this time. A few mines are located just east of Cowan. They include Julianna Mine which averages two million tons per year, Brooks Run Mine with 1.5 million tons, and Evergreen Mine which accounts for one million tons annually.

The old Wild Mary

Although most portions of the old Western Maryland have been abandoned, three sections are still very important to the CCBU. The Hampshire Subdivision stretches 10 miles from Twenty-First to a connection with the Thomas Subdivision at Hampshire. The main purpose of the this line is to serve the giant Westvaco paper mill in Luke which is the largest non-coal customer in the CCBU. A daily job out of Keyser works the paper mill on second trick. CSX handles approximately 4000 cars per year for Westvaco. The Georges Creek Subdivision stretches 19 miles from Westernport, Maryland, to serve various coal loaders in the Georges Creek Valley. The line was once the Cumberland & Pennsylvania Railroad's main line. A turn out of Cumberland works the loaders along the Georges Creek Subdivision on an as-needed basis, about once per week. Total tonnage off of the Georges Creek exceeded 150,000 tons in 1994.

Although the famed Blackwater River Grade has been abandoned, portions of the Thomas Subdivision are still in daily use. Running southwest along the Potomac River, the line serves two medium sized coal facilities on its southern end. Alpine Mine is located near the village of Henry and ships 700,000 tons per year. Metikki Mine is a few miles away on the opposite bank of the river and it ships 2.5 million tons of coal annually. The largest customer on the old WM is Virginia Electric Power Company's Mount Storm Power plant. Located on a 14-mile branch that begins at Bayard, the line features two percent grades and countless horseshoe curves. It requires many units to move coal up the branch. As with all other former WM lines in the CCBU, the branch is restricted to four-axle units. In May 1998, CSX began testing

***A MAINTENANCE TRAIN** was working the small yard in Bayard, West Virginia, with "pumpkin" GP40s 9704 and 9718 on August 25, 1996 (**top**). Bayard is where the Stony River Subdivision connects with the Thomas Subdivision. A slug set was at Flemington, West Virginia, returning from Clarksburg over the Bridgeport Subdivision on October 8, 1997 (**above**). A district switcher out of Grafton works in Clarksburg about three days a week. Chessie GP40 6529 had a "Benwooder," a train out of Grafton with coal loads for the Mitchell Power Station on the Ohio River Subdivision, at Brooklyn Run Junction on September 14, 1995 (**right**). Brooklyn Run Junction is where the Short Line and Ohio River Subdivisions join.*

SD70MAC's with radial trucks on the Thomas Subdivision.

Grafton west

Two different lines run west out of Grafton. To the southeast, the Bridgeport Subdivision departs town and extends to Clarksburg. Here the line turns northwest and becomes the Short Line Subdivision which extends to the Ohio River at Brooklyn Junction. A wye here allows coal trains to head north along the river to Benwood while the mixed freight trains head south along the river to Huntington. Midway between Grafton and Brooklyn Junction is Lumberport-Haywood. The MR Industrial Track and Robinson Run Industrial Track run north from here to serve the Haywood-Harrison Power Plant and Robinson Run Mine, the fifth-largest deep mine in West Virginia.

To the northwest, the Fairmont Subdivison runs 23 miles to a junction near Fairmont with Conrail's former Monongahela Railroad. CSX exercises trackage rights over Conrail to reach its former P&LE Mon Line. Loaded coal trains out of Grafton that have destinations in the Great Lakes area will run west over the Fairmont Subdivision to the Conrail trackage rights. They will then use the Mon Line to reach the CSX Baltimore-Chicago mainline at McKeesport, 15 miles southeast of Pittsburgh.

The future

Unfortunately, the Cumberland Coal Business Unit faces an uncertain future. Although the coal in northern and central West Virginia will be mined for generations to come, the manner in which it is transported may drastically change. CSX has always been eager to abandon surplus trackage and the main line Mountain Subdivision has been on the rumored "hit list" for quite some time. The railroad could

USING TRACKAGE RIGHTS OVER CONRAIL's MGA EAST DIVISION, *CW4400AC 153 led an empty coal train south through Morgantown, West Virginia, on August 24, 1996* ***(above).*** *About eight CSX trains a week utilize the trackage rights agreement in Monongahela coal country. On the Short Line Subdivision, a very late-running Q316 was crossing the Lamberts Run Bridge in Hepzibah on October 8, 1997* ***(below).*** *The large Haywood-Harrison Power Plant is located two miles west of this location.*

abandon the West End from Rowlesburg to Keyser. Coal mined on the Georges Creek and Thomas Subdivisions would still be shipped east to Cumberland via Keyser. Coal off of the Cowan and Kingwood Subdivisions would be routed through Grafton and Fairmont to the former MGA (Monongahela) East Division. It would then run north to McKeesport, Pennsylvania, where it would reverse direction and use Sand Patch Grade to reach Cumberland. CSX has actually used this routing in the past for coal trains that loaded on the Monongahela.

The west slope of Sand Patch Grade has the grade advantage of 1.21% versus Cranberry Grade's torturous 2.8%, but the route over Sand Patch is much longer. Labor costs must also be considered. Only one crew (excluding helper) is required move a coal train from Grafton to Cumberland via the West End. By rerouting the coal via Sand Patch, three crews would be necessary with crew changes in Newell and Connellsville, Pennsylvania. Whatever CSX officials decide, they should remember that two routes make a nice insurance policy. In 1985, severe flooding on Wills Creek closed Sand Patch Grade for nearly a month. The Chessie System opted to reroute trains over the West End between Cumberland and Connellsville via Grafton and Fairmont and then over the FM&P Subdivision to Connellsville. What thanks did the FM&P Subdivision get for bailing out the railroad? CSX abandoned the line in 1992. When severe floods again plagued Sand Patch several times in the mid-1990's, CSX was forced to detour trains via Conrail for a hefty fee. Whatever the future of the West End, it will long be remembered for the torturous grades that face the Mountaineer coal

CSX SD50s 8583 and 8533 *led T800 north past Humphrey Mine in Maidsville, West Virginia, on August 24, 1996* ***(above)****. This 160-car train originated on the Cowan Subdivision and will be delivered to the Buffalo & Pittsburgh at New Castle, Pennsylvania. The B&P will in turn hand the train over to the Bessemer & Lake Erie in Butler, Penn., who will then haul it to Conneaut, Ohio. The winds of change in the West End are evident in Thornton, West Virginia, as 6000-h.p. AC60CW's 601 and 600 pass new C&O-style signals* ***(below)****. New power and new signals usher the old B&O into the next century.*

ROLLING WESTBOUND TO CHICAGO, *an Amtrak special passes through Melbern, Ohio, on October 5, 1997, on Conrail's Buffalo-to-Chicago main line. On board the train are over 1000 attendees of a Promise Keepers rally held in Washington, D.C., a couple of days earlier. Behind the three Genesis locomotives is a matched 23-car Superliner set.*

FAR FROM HOME, *Southern Pacific GP60 9605 rattles the diamonds on CSX rails at Deshler, Ohio, with CSX train X-551 in tow on October 25, 1997* ***(below)****. The train is on the former Baltimore & Ohio main between Pittsburgh and Chicago, crossing the former B&O line between Toledo and Cincinnati. It's only a matter of time before the SP paint on 9605 and the B&O-style signal protecting the diamond are both history.*

PHOTO LINE

***CONRAIL TRAIN MAIL 8-M** dashes through the snow under a former New York Central signal bridge at Elkhart, Indiana, on December 11, 1995. The mercury shows only five degrees on this frigid morning as SD60M 5597 leads the hot trailer train eastward.*

Speeding through the Heartland

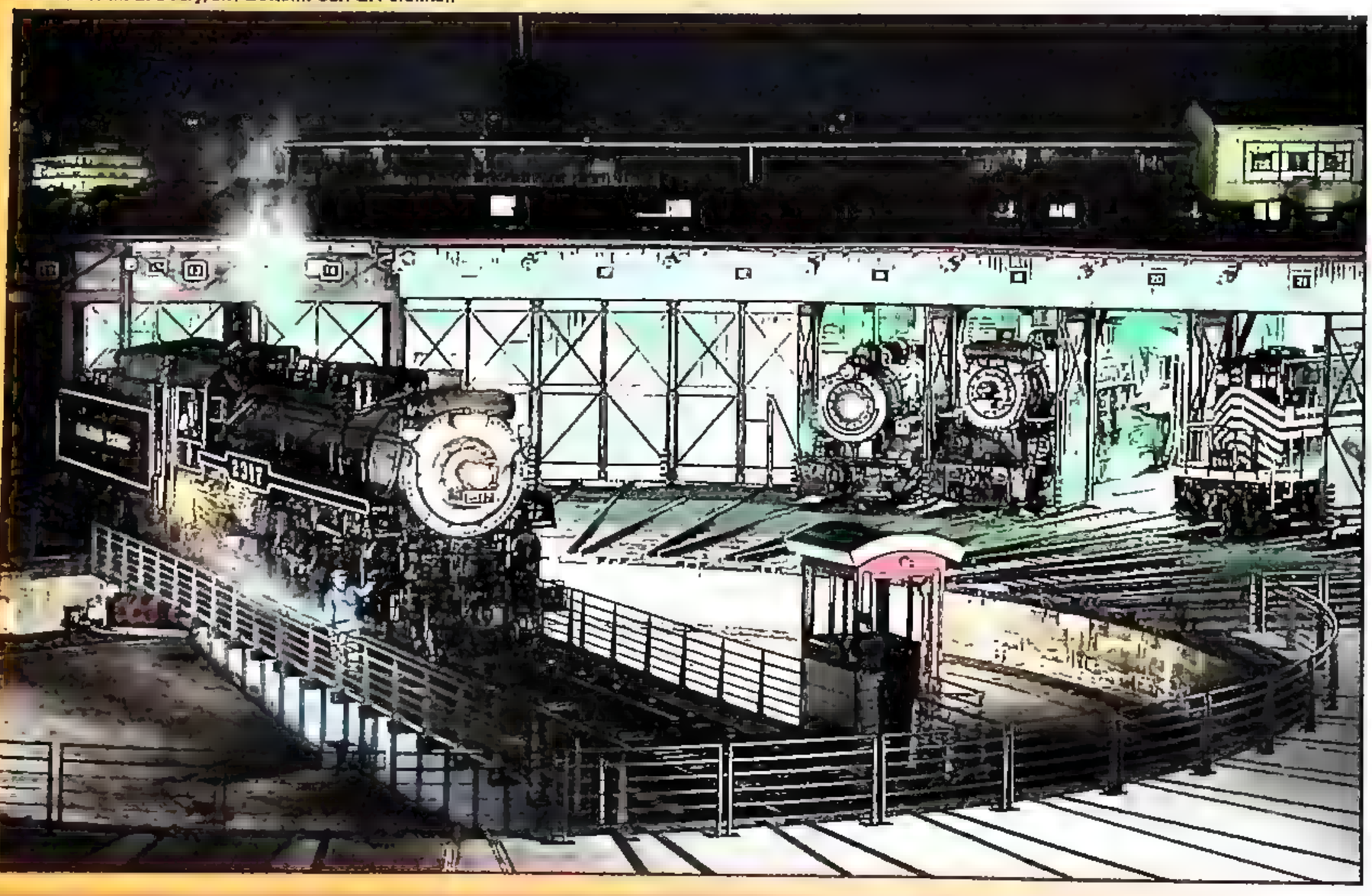
Photography by Ken Young

***THE McCOMB FARMERS CO-OP** forms the backdrop for NS train No.409 heading west through the rural hamlet of Shawtown, Ohio, on November 8, 1997 (**right**). Freshly painted C36-7 8525 leads the train over the former Buffalo-to-Chicago main line of the Nickel Plate, keeping the NKP promise of "High Speed Service."*

The 1998 Syracuse NRHS Convention

Joseph M. Calisi

Below: Kermit E. Geary, Jr. / Bottom: Carl G. Perelman



THE NATIONAL Railway Historical Society held its annual Convention in Syracuse, New York, from July 6-12, 1998. The stars of the show were "Lackawanna" E8s 807 and 808, owned by the host Central New York Chapter. The former-Pennsylvania Railroad cab units were featured on many of the convention trips. Steam power included Susquehanna's Mikado 142 and a double-header at Steamtown. For more details on the event, see MARKERS.

NIGHT PHOTO SESSIONS *were, as usual, a part of the 1998 NRHS Convention. On July 6, 1998, Steamtown National Historic Site in Scranton played host, posing Canadian Pacific 4-6-2 2317 on the turntable while Baldwin 0-6-0 26, Canadian National 2-8-2 3254 and Nickel Plate*

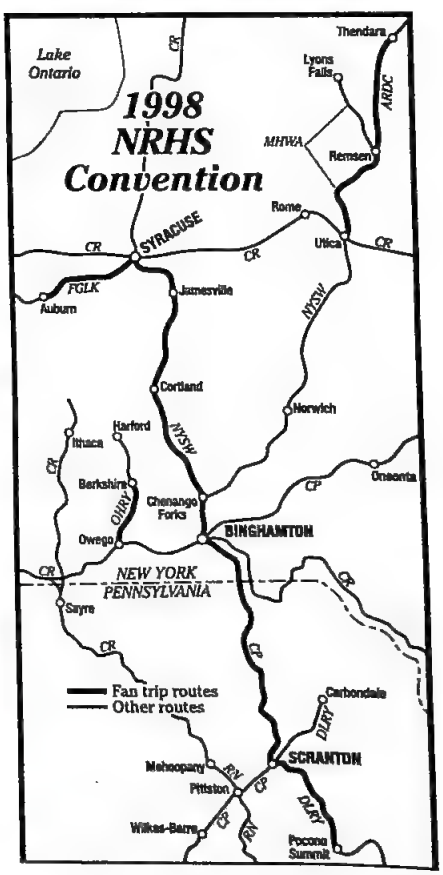
Joseph M. Callsi, Frank Etzel, Kermit E. Geary, Jr., Fred Jones and John Tully

ALSO FEATURED AT THE STEAMTOWN *night photo session on July 6th was a line-up of the three cab units participating in the 1998 NRHS Convention (**left**). "Lackawanna" E8s 807 and 808 (originally Pennsylvania 5761A and 5702), owned by the host Central New York Chapter NRHS, posed with New York, Susquehanna & Western E9 2400 (originally Chicago, Burlington & Quincy 9991). The 2400 was used for head-end power for the private cars in the Convention train set.*

Photography: Steve Barry, except as noted

THE FIRST TRIP *of the Convention was a two-day excursion from Syracuse, New York, to Scranton, Pennsylvania. After traveling down the NYS&W's former Lackawanna Syracuse Branch to Binghamton, the train proceeded south on Canadian Pacific's Delaware & Hudson, which now operates the DL&W main between Binghamton and Scranton. The southbound trip on July 6th found "Lackawanna" E8s 808 and 807 soaring over Tunkhannock Viaduct in Nicholson, Pennsylvania (**opposite top**). Continuing with the Lackawanna theme, the E8s were powering a Pocono Summit-to-Scranton trip when they emerged from the former DL&W Nay Aug Tunnel westbound on July 7th (**right**). A Steamtown steam double-header powered the eastbound run to Pocono Summit, which featured a couple of excellent runbys.*

Joseph M. Callsi



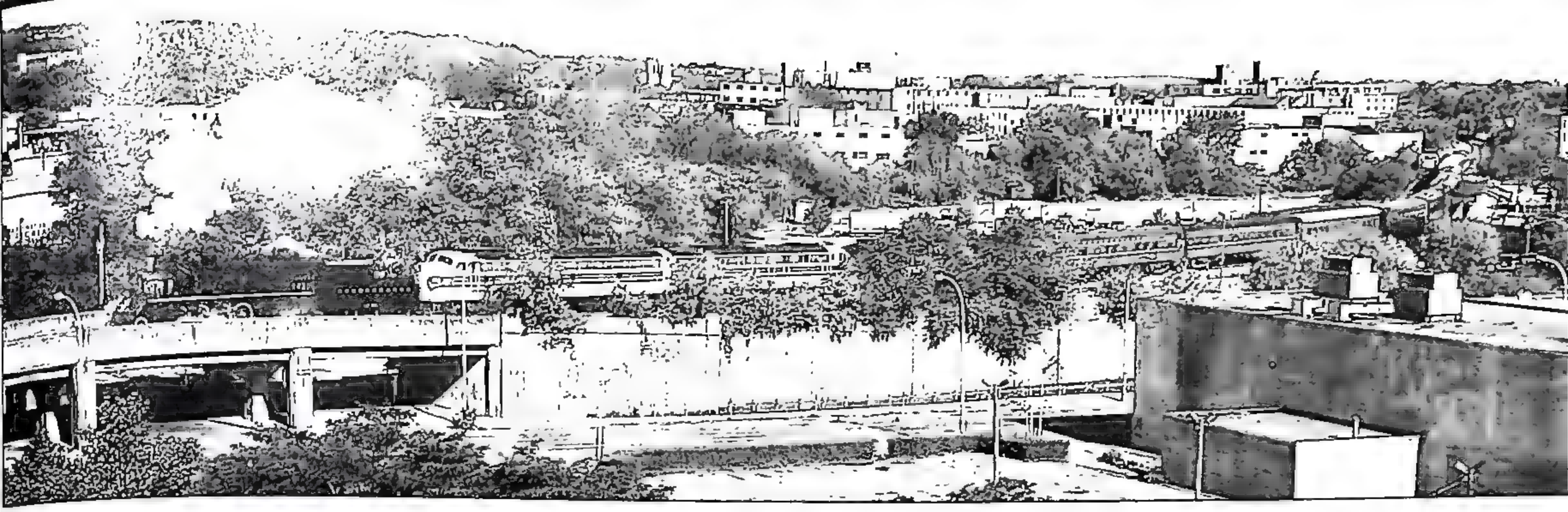
THE TIOGA SCENIC *hosted the activities on July 8, 1998, with a trip from the railroad's headquarters at Owego, New York, to the end of the line at Harford. The train, powered by SW1 40, was arriving back at Owego at the end of the day (**above**). A photo opportunity with the Owego & Harford's freight, powered by ex-CPR RS18 1811, was held at Newark Valley (**right**).*

Kermit E. Geary, Jr.

THE ADIRONDACK SCENIC *was used for two trips, one each on July 9th and 11th. The Thursday trip marked the first time since 1980 that a passenger train traveled between Utica, New York, and Thendara over the former New York Central line to Lake Placid. On July 11th, NYC-painted RS3 8223 was leading the northbound trip over the recently-refurbished trackage* ***(right)****. The trip on July 9th featured a meet at Thendara between the excursion, with Mohawk, Adirondack & Northern C425 2453 leading the special southward, and the regular Adirondack Scenic tourist train with NYC SW1 705 pushing northward* ***(below)****.*

THE GUEST OF HONOR *at the banquet on Friday, July 10, 1998,* ***(above)*** *was Walter Rich, CEO of Delaware Otsego Corporation (the parent company of the New York, Susquehanna & Western). His program was on "My 30 Years of Railroading," which traced his career from ticket agent for a tourist railroad to a major player in the Northeast rail scene. Walter Rich also played a key behind-the-scenes role in the Convention, as he helped the Chapter negotiate with Canadian Pacific for the trip over CP's Delaware & Hudson to Scranton and he helped negotiate a deal with Conrail that allowed Sunday's Finger Lakes excursion to originate on the NYS&W and access the FL trackage by traversing a small piece of Conrail.*

A SHORT TRIP OVER NYS&W's OnTRACK *was held Friday morning, July 10th* ***(above)****, while the afternoon was devoted to NRHS seminars and business meetings. OnTrack offers shuttle service around Syracuse, with stations at Carousel Mall to the north and Syracuse University to the south. The downtown station at Armory Square was used for all the Convention trips that departed Syracuse by rail. The RDC trip featured several runbys and ran as far south as Jamesville Beach, a seasonal stop south of Syracuse for the regular OnTrack service. The night photo session held in Syracuse on Saturday, July 11th, featured the Central New York Chapter's "Lackawanna" E8 808 and Finger Lakes Railway GP9 1703* ***(left)****, as well as Susquehanna's Chinese-built Mikado 142 and OnTrack RDC M-5* ***(page 42)****. Almost 50 photographers, broken down into four groups, took part in the session.*



SUSQUEHANNA 142 POWERED *two trips between Syracuse and Chenango Forks, about ten miles north of Binghamton, on July 9th and 11th. The 142, with the "Lackawanna" E8s trailing, was departing Armory Square (**above**) on the second trip. Despite the presence of the E's, the 142 was allowed to do most of the work on the trip, providing plenty of stack talk and smoke. A water stop was made at Cortland (**below**) where the Chinese-built 2-8-2 quenched its thirst. The E8s led the trip northward after holding for Susquehanna stack train 555 at Chenango Forks (**left**). The 142 was towed backwards at the rear of the train, allowing for a "two-way" runby at Tully featuring steam one way and diesels the other.*

THE CONVENTION FINALE *on July 12, 1998, was over the Finger Lakes Railway between Syracuse and Auburn. GP9 1703 led the E8s past the semaphore at Solvay (**below**). The return trip included a stop at the Central New York Chapter's museum in the Martisco depot (**bottom**).*

Joseph M. Calisi

HOODOO ENGINE

By E.C. HUFFSMITH

Number 107 was scrapped nearly 28 years ago, but even today the old-timers still talk about her. They call her the hoodoo, the killer, the deadliest engine on the old Denver & Rio Grande. No more, thank God, does she travel the winding road through Gunnison Canyon, the walls of which echoed time and again with the shriek of her whistle and the clang of her bell. No longer does Death sit at her throttle, as he did, guiding at least a dozen members of her train and engine crews and scores of passengers into Eternity. No longer do rails shudder at the prospect of taking out the hoodoo on a dangerous run.

Even at the start the 107 was ill-fated. The clang of her bell was the tolling of a funeral knell. No. 107 was one of three narrow-gage, anthracite-burning engines that were ordered for the Rio Grande in the late eighties. She was first put into service on the run between Grand Junction and Gunnison, Colo. G. A. Lathrop, the Gunnison story writer, remembers her. So does his father, Lewis R. Lathrop, who was in D. & R. G. engine service more than half a century.

The first hogger to take her out on an unlucky trip was Bill Duncan. His fireman was Josh Zuigley. They left Grand Junction at night and were well on the way to Gunnison when the accident occurred. It was pitch dark. They failed to see that part of a bridge had been washed away. Both men perished, together with nobody knows how many passengers.

The engine was salvaged. Some of the enginemen hesitated to take her out again, but this fear was laid to pure superstition, and Engineer Godfrey was not afraid. It was a beautiful starlit evening. Godfrey's friends said later he had a premonition of impending disaster. Between Escalante and Dominguez a huge boulder rolled across the track, right in the 107's path! The collision was terrible. It killed Godfrey, his fireman, and several passengers.

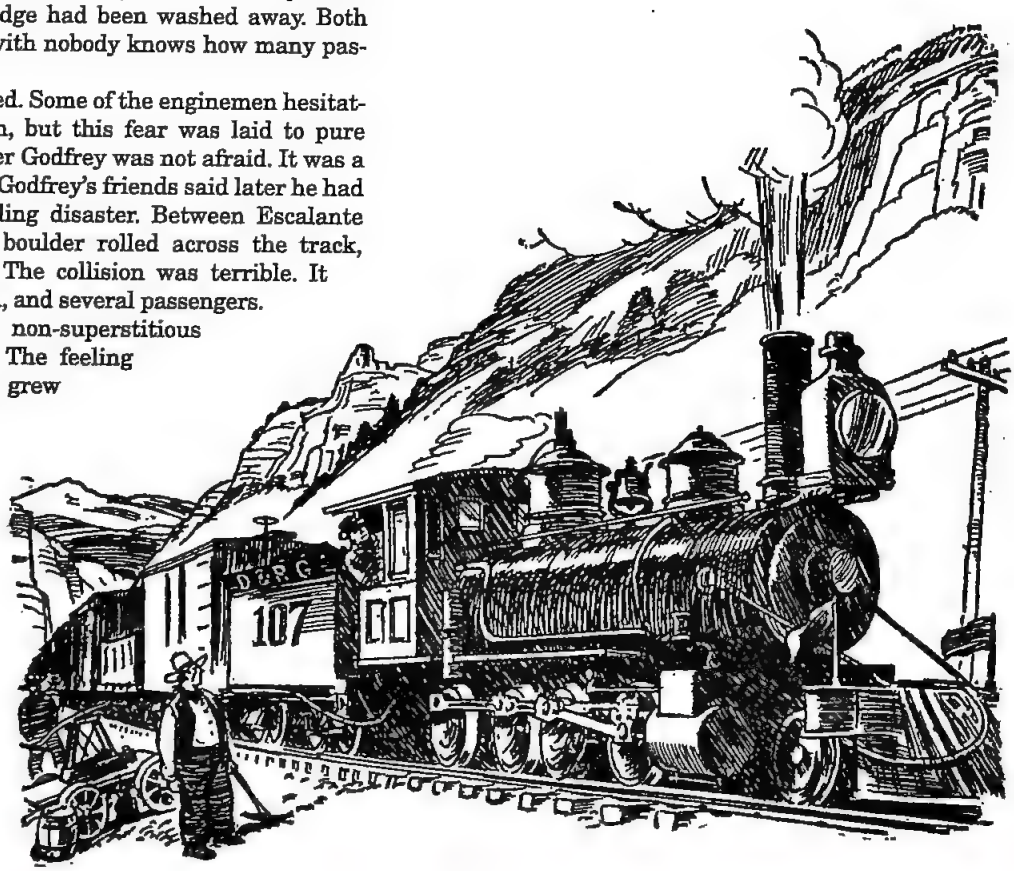
After that, even the non-superstitious rails fought shy of 107. The feeling that she was a hoodoo grew alarmingly. But there was always somebody to try again. Engineer Bratt took her out one clear, cold, wintry night less than three months afterward, on the same run. Between Sapinero and Curecanti, in the canyon of the Gunnison, she encountered a heavy snowslide. The engine turned turtle. As usual, both engineer and fireman were killed. It was thought, but never definitely proved, that some passengers perished also.

When the 107 was hauled back into the yards at Grand Junction, men looked upon her scarred sides with horror. Local call boys experienced much difficulty in finding crews for her, so the 107 was transferred to a western run, between Salt Lake City and Ogden. At least three accidents occurred while she was in service there.

By this time her reputation as a killer had spread over the entire railroad; most of the men in engine service refused to touch the 107. Again she was transferred, this time to the run out of Alamosa, where she added several more engineers and firemen to her growing death list.

Finally, the men positively rebelled at taking out the dread 107, so in 1908 the D. & R.G. officials were obliged to scrap her. Gingerly she was taken to Burnham station, and to the boneyard. Even there the rails gave her a wide berth at night, and many were the tales told of grim spectral figures seated in her dilapidated cab or hovering over the last resting placing of dead engines.

Yes, sir, the 107 was a hoodoo if ever there was one. It is hard to find another that can beat her grim record.



BURIED ALIVE

By WILLIAM J. PARRY

Among the dozens of other items which filled its news columns last December 29th, the Windsor (Ont.) *Daily Star* carried a story about an unemployed man who, on his way home to see his 70-year-old mother in Chicago, had tried to steal a ride on a Canadian National locomotive between London and Windsor. His name was Joseph Bender; he had once been a railroad fireman himself; and he knew it was always possible to ride the back end of an engine tender.

The story's main point, however, was that Bender didn't stay on the back end, but got so cold that he attempted to climb over the coal and absorb some of the heat from the firebox. Instead, he fell to the bottom of the pile, and was buried under an avalanche of fuel, and by the time he was pulled out, he was almost suffocated to death.

Well, that story was all right, as far as it went. In fact, that was Mr. Bender's own version of it, as told to the reporters. But unless Bender reads this magazine, he'll never know how close to death he was that night.

You see, I was the fireman who helped to pull him out. The train was No. 105, the Detroit connection of No. 5, a Montreal-Chicago flyer, and it was due to leave London at 9:03 p.m. and to arrive at windsor, 110 miles away, at 11:15 p.m., with three regular stops, a few flag stops, and several speed restrictions. Needless to say, the time was fast enough to keep both Engineer Ed Little and myself on our toes, with free riders less than welcome.

This night we left London several minutes late; and to make matters worse, we had on board about 300 passengers who wanted to make connections with an N.Y.C. Train out of Detroit. Naturally, we were trying to make as fast a run as possible, and it looked like a big night for the fireboy.

We rolled in and out of Glencoe, and lit out for Chatham. The old muzzle-loader was steaming freely, and the lost time seemed already in our grasp. But just as we passed Northwood, a few miles from the water stop of chatham, I noticed something blocking the coal gates, making it impossible for me to get at the fuel.

I latched the fire door, and the glow from the fire lit up the object, which at first glance appeared to be an old bag, filled with straw. Had I not opened the door, Bender would not now be alive. My steam pressure was falling, and I was about to take a hefty swing at the obstruction with the sharp end of the coal pick, when I decided to investigate. But before I could, I had other things to do.

By this time the lights of Chatham were in sight. Here the Pere Marquette tracks cross the Canadian National, and the diamond is interlocked. As the wind was blowing the exhaust steam down in front of the engineer's storm window, obscuring his view of the interlocking signals, it was up to me to have an eye for the green on the masthead of the home signal.

Between the interlocking plant and Chatham depot, there are three level crossings, all protected by wig-wag signals. I had to keep an eye over these crossings, for wig-wags don't mean a thing in these days of speed-crazed motorists.

As I went up the tank ladder and climbed over the tender to fill the tank, I heard groans coming from the direction of the coal gates, and my heart skipped a beat. For the first time I realized that the obstruction blocking the coal gates was a human being.

Quickly I swung the water plug around, jammed the spout into the manhole, and started the water running. Clambering back over the coal to inform the engineer, I met him coming up the tank ladder with the same information.

"Bill, there's a man under the coal!" he gasped.

There was only one way to get the man out, and that was to dig him out. I started in, but the task looked hopeless. There were at least three tons of coal on top of him.

Desperation, born of fear, gripped me—fear that I would not be able to uncover the man's face before he suffocated to death. But as I threw the coal to the back of the tender, it rolled back again. Finally, I had to throw the coal clean over the backboard, which did not make the task easier for me. There was only room for one man to work, so I had to keep at it.

Presently I uncovered a foot; it was wedged fast in the bottom coal gate. Next I uncovered a pair of hands. Before long I found his cap. I had to work with caution, now.

Under the flare of torches, I removed the coal from his face with my hands. Whatever else was wrong with the man, there was certainly nothing the matter with his lungs. He began to use them to good purpose.

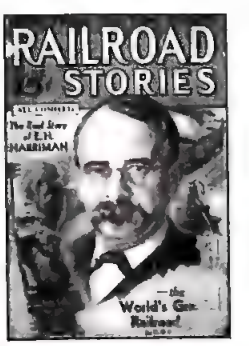
"Boy, oh, boy!" he began, "Get me out, will ya, fireman? Don't stand on my face, fireman, please. Get me out, will ya?"

I tried to get my arms around his body, but he was firmly wedged against the coal gates. I had to dig some more before we could get a rope around him and hoist him out.

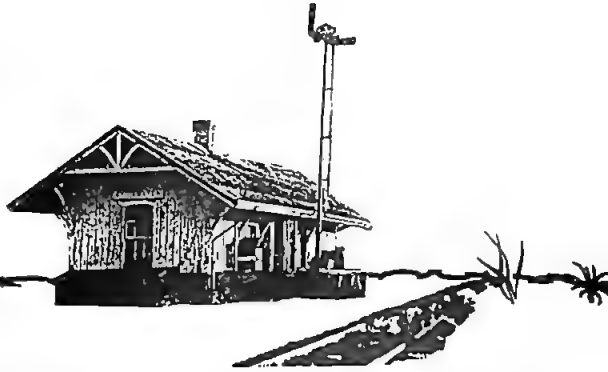
Meanwhile, the wires were red hot with messages. The powers that be wanted to know all about the delay. A fast train was being held in Detroit for our passengers.

The last I saw of Joseph Bender was a limping figure being assisted into a police car by two of the road's special officers. His overcoat was in rags, and he was yet a long way from Chicago. And, as the police sedan roared away with Bender, we pulled out of Chatham, homeward bound after a delay of forty minutes.

These stories first appeared in the June 1936 issue of RAILROAD STORIES. *The cover story was "The World's Greatest Railroader," a story about E.H. Harriman. The "Royal Blue Line" of the Baltimore & Ohio, Philadelphia & Reading and Central Railroad of New Jersey between Washington and New York was profiled in another feature. There was also an illustrated roster of the Boston & Albany and a general overview of the Pacific-type locomotive and who owned them in North America. Among the railroad oddities featured in Joe Easley's* ALONG THE IRON PIKE *was a head-on collision involving eight locomotives on the Wabash in 1883 (four were stuck in a snowdrift and the other four were speeding to the rescue). There was also one novelette, four fiction stories and three true tales of the rails.*



BOOK DEPOT



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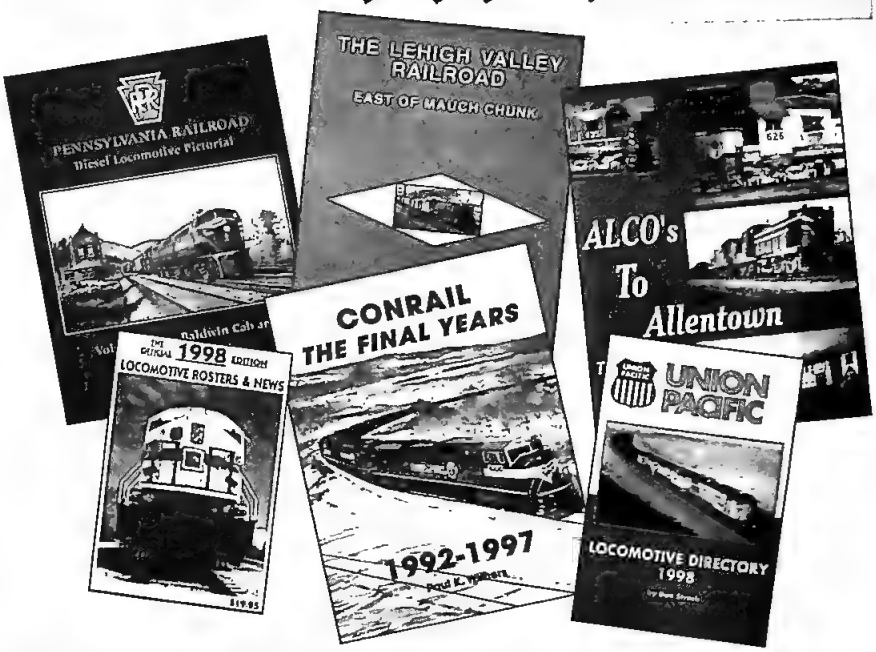

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The *Grand Traverse Dinner Train*

HIS DIRECTIONS INADVERTENTLY set up a race. "You want to come north on M22 through Sutton's Bay and into Northport. Go through the first set of blinking lights to the second set. Bear right. We're on the right, at 115 Waukazoo." It was Darren Hawley, creative inspiration behind the menu of Stubb's Sweetwater Grill in Northport, Michigan, owned by he and his wife Meghan. Also, as Chef de Cuisine for *The Grand Traverse Dinner Train*, he was someone I wanted to interview. But I thought he was in Traverse City. A quick check of my map told me I had trip of 30 miles times two that I hadn't anticipated, and train departure was only two hours away.

Darren, who is but 30 years of age, is remarkably calm for someone who runs a kitchen that produces high-end cuisine. He has the uncommon ability to pose naturally for pictures, which, I thought as I took his picture, says he is already a veteran of media coverage. He attended Dickenson College in Pennsylvania, and while there decided that he wanted to attend the Culinary Institute of America when he graduated. "So," he says, laughing but slightly, "after spending $20,000 a year for my four-year degree, I went to work as a dish washer." You see, at the CIA, one year of kitchen experience is required of those seeking admission. Graduating from the Culinary Institute in 1992, Darren worked first at a hotel restaurant, then as Executive Chef for the Charlevoix (Michigan) Club, before buying Stubb's in 1994. How did he make the dinner train connection? "They put the on-board service out to bid in 1997," he says. "I presented my ideas, menu and dishes, and was awarded the contract." Why did he want the dinner train connection? "Stubb's is seasonal," he points out. "During my slow period, the *Grand Traverse* is an outlet for my creativity and energy. It also gives me valuable experience and generates revenue for my restaurant."

The interview over, I race back to Traverse City, a trip made each morning on run days by Chef-on-Board Tom Pertner. "Darren manages the menu," Chef Pertner says. "He preps some ingredients, makes up the stocks that go into our sauces, things like that." Pertner picks up his stocks, requisitions the fresh ingredients he needs, goes over last minute details, and heads to the train. That's at 7:00 a.m. On board, Pertner is joined at 10:00 a.m. by two or three others — on this run it is Shannon Patrick and Ruben Himojosa — who spend the day creating each course for both lunch and dinner. "I plan my menus monthly," Hawley says. "That allows me to take advantage of what's in season, what the brokers will have in stock." Darren will join the on-board crew if more than 100 guests are booked. At other times, like good teaching chefs everywhere, he drops in to assure that his careful planning is being properly executed.

The whole unplanned-for thing — the race to Northport and back, hurried interviews, a photo session that gave new meaning to the phrase "high-speed film," and a breathless arrival at the train — was worth it. A dated boarding pass admits me to Car A. There I share table No.3 with a retired art teacher, Laurie, her son Zach and his companion JeLaina, all on vacation. "We just got here ourselves," Laurie says. "We dropped our stuff at the cottage and hurried over." Attire, it is perhaps needless to say, is informal.

And Laurie needn't have worried over missing seeing the train. Graphic designer George Bartell, whose specialty is depicting things that go fast and whose fame is sufficient to have had a school of design — Bartellism — named after him, created the bold and distinctive color scheme. Richard Vartian, a noted creator of corporate logos — for Carnation, TRW, and Japan Disney, among others — conceived the emblem. The work of these men is displayed on a train set framed at each end by an EMD F7A. Each is followed by a pair of former Southern Pacific articulated dining cars that seat 56 guests apiece (224 seats in all). In the center is a baggage car that actually contains two

James D. Porterfield

CHEF de CUISINE DARREN HAWLEY, a graduate of the Culinary Institute of America, provides the delights found on the *Grand Traverse Dinner Train* based in Traverse City, Michigan.

REAL NEAT.
REAL NEAT.
REAL NEAT.
THAT CAR WAS BUILT BY BUDD MFG Co IN 1948 FOR THE CALIFORNIA ZEPHYR.
I THOUGHT BOMBARDIER BUILT AMTRAK CARS.
IT'S NOT AN AMTRAK CAR, WART-BRAIN! IT WAS PROBABLY BUILT BY PULLMAN.
I SAID IT WAS BUILT BY BUDD! AND IF YOU DIS-AGREE, I'LL BEAT THE TADPOLES OUTA YOU!
BUDD... AYE, SIR!
WHAT A COUPLE OF TOADIES!

complete kitchens, which allows opening cars to guests as needed. Purchased as a set, the train has been completely restored from the floor up for dinner train service. Each dining car's name betrays the pleasing blend of predominate colors found there — dark and pale greys, cream and silver in the *Silver Arrow* and *Moon Shadow*, with dark and light greens replacing the greys in the *Emerald Velvet* and *Forest Magic*.

Departure is from the 1926 Traverse City depot at Eighth and Woodmere Streets, recently restored to serve both as the headquarters for the train and as home to a Starbucks Expresso Bar in the waiting area. Starbucks, open from 7:00 a.m. to 7:00 p.m., serves those waiting to board the train. On departure, the train follows different routes through the scenic woods and waterways of the Grand Traverse Area at lunch and dinner. The former Chesapeake & Ohio and Pennsylvania lines are now owned by the Michigan DOT and operated by the Tuscola & Saginaw Bay Railway. Luncheon runs begin at 1:30 p.m. (1:00 p.m. on weekends) and head east past Cherry Capitol Airport, turn north along the east arm of Grand Traverse Bay, and then east to Williamsburg and back for a two-hour, 22-mile round trip. The 33-mile, three-hour dinner run departs at 6:00 p.m. to go south along Boardman Lake, then east following the Boardman River and Pere Marquette State Forest to Kingsley, before returning. "The original dinner run on to Walton Junction north of Cadillac resulted in a four-hour ride," says Ella Cooper, President of the operation. "That was just too long."

A wine list at table, made up of 22 selections from premier vintners in Michigan, California, Washington, France and Australia, hints at the unique dining experience ahead. Tonight's menu opens with Grilled Polenta with Black & White Bean Bell Pepper Salsa, followed by an adventuresome roasted pepper, tomato and basil bisque soup, and a Seasonal Mesclun Green Salad with Sweet & Sour Poppyseed Dressing, accompanied by crusty white bread and butter.

Each main course is unique, a dazzlingly sophisticated serving offering strong and distinctive flavor as well as color and a variety of textures. Tonight riders have a choice of Crusted Black Pearl Salmon with Red Pepper and Shallot Buerre Blanc; Seared Tournedos of Filet Mignon with Portabella Mushroom Demi-Glace; Roasted Loin of Port Roulade with Dried Cherry, Walnut Sausage, and Cranberry, Peach and Apple Chutney or "Chicken Wellington," A Breast of Chicken with Chevre Cheese and Red Bell Pepper wrapped in Puff Pastry served with Mushroom Cream Sauce.

The plate is completed with a lightly sauteed medley of summer squash, Spanish onion, zucchini, peas and red and green pepper; and a unique mashed potato creation — eighty percent Idaho and twenty percent yam, flavored with roasted garlic, salt, pepper and butter — presented in a way that resembles a mound of soft ice cream lifted from atop a cone, topped with a Hawley special: Frills. I asked. They are deep fried julienne of yam and resemble small party streamers. The plate, a piece of Homer Laughlin China (the service platter is emblazoned with the train's logo), was a happy place.

For dessert, Profiteroles with Raspberry White Chocolate Mousse and Passion Fruit Coulis. Coffee or hot tea. Arrival back into the station occurs just as the last dishes are being cleared.

This was my first encounter with a dinner train whose philosophy of on-board meal service does not require you to make an entrée selection when reserving a seat. "We over-prepare by 25 percent," says chef Pertner. "Experience has taught us that if we prepare for 50 to 60 percent beef orders, and 25 percent each for poultry, pork, and fish entrées, we should be able to satisfy everyone." Tonight, 87 guests, served by four attendants and a bartender, were satisfied.

The *Grand Traverse* is a near-perfect illustration of the proper place of rail dining, dinner train-style. Excellent food. A pleasant trip. Amiable companionship. Lively conversation. You, your family, friends, and taste buds, would be well served if you find your way to Traverse city, Michigan, and onto the *Grand Traverse Dinner Train*. For reservations, call 616/933-3768 or see *www.dinnertrain.com* for more information. *Mangia!*

Dinner Train Updates: In the past three weeks I've enjoyed six rail dining experiences. Watch this space for reports on the others. Meanwhile . . .

Michigan: The other full-time dinner train operating in Michigan, the *Michigan Star Clipper* in Walled Lake, a suburb west of Detroit (see June 1995 issue), has had a new area code applied to its reservation number: 248/960-9440.

Massachusetts: The *Cape Cod Dinner Train* is not operating this summer.

Texas: Coming soon to the Lone Star State, the *Texas Star Clipper*. Details to follow.

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VIDEOS

Operating Alco diesels

Those Incredible Alcos Volume I, from Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911; 800/950-9333; 117 minutes, color, $29.95 plus $4.00 shipping (Calif. res. add 8.25% tax, $5.00 shipping to Canada, $10.00 shipping all other international orders).

The next best thing to a good Alco steam engine is a great first generation Alco diesel. Over the years, Pentrex crews have captured clips and coverage of many classes of Alcos and this two hour Volume One covers a variety of models. Through a combination of a few still photos and trackside and in-cab coverage, we see all these classes in operation in modern times. Note that this is not a vintage/ archival, film-to-video transfer tape. All action scenes were shot over recent years where these engines are currently employed, whether on tourist lines or in freight switching service operated by short lines or industry. The tape is an interesting concept and well executed, with each engine type introduced via narration and a builder's summary of engine type, number built, years built, horsepower, etc. Circumstances of each engine we see running are also mentioned (with the Mexican PA's the most interesting and convoluted). A veritable visual cyclopedia, it comes off well. I enjoyed seeing the many paint schemes now employed by the owners, some more classic than others, and the consistent Alco sound from engine type to engine type. Like father like son.

The number of engines covered and the length of the tape only permit me to summarize what is shown and how. Most coverage is equal in length and more often than not we see engines going to and fro switching cars, with the occasional road trip or cab ride thrown in as circumstances permitted. What we see is: HH600 series (still photos only); HH1000 No.601 at an Ohio grain silo; a pair of S1s, one on a Maine tourist train, another on Bath & Hammondsport); S2s on the Buffalo Southern and Tioga Central; Livonia, Avon & Lakeville's RS1; an RSD1 at the Tennessee Valley Railroad Museum; a tourist train FA hauling the *Potomac Eagle;* the aforementioned Mexican PA; an RSC2 at the Mid Continent RR Museum with perhaps the worst "bell" on the planet, but the three DL&W Boonton line cars make up for it; a couple of RS2s in Michigan, one at Strugis, the other at Alpena, MI); an S4 at Middletown, Connecticut; an RS3 on the Paperton Junction Southern in Arkansas — the last RS3 built, now owned by Peter Smykla, and more RS3s including the Batten Kill, a leased Green Bay & Western unit at Taylor, Wisconsin, an MK rebuild on the Tioga Central and the last one at Magma Copper in Arizona); an S3 on a New England tourist run; a still photo of RSC3 Pacific Great Eastern No.561) and last, but not least, the RSD4/5 operating on the Western Maryland Scenic — *Tom Kelcec.*

Santa Fe's Raton Pass

Santa Fe Warbonnets Through Raton Pass, from Machines of Iron, P.O. Box 1870, Glendora, CA 91740; 888/203-9330; 60 minutes, color, stereo sound, $19.95 plus $6.00 shipping (Calif. res. add 8.25% tax).

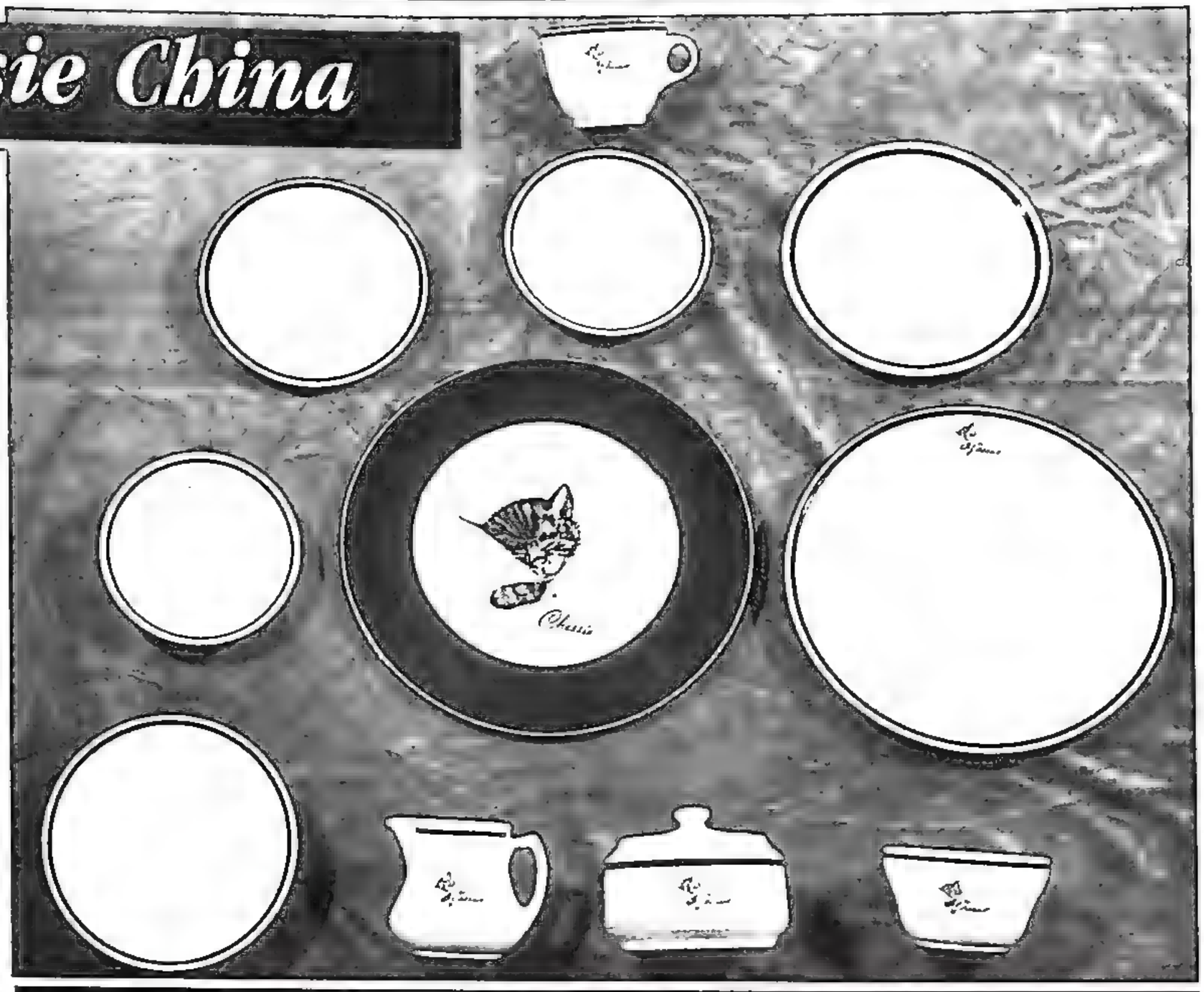
Videographer Dave Gross's new "mouse pass" and environs tape stresses the modern, super fleet silver and red power of EMD and GE as they conquer the fabled grades of this Santa Fe main line in Colorado. Normally not a busy line, the large number of trains captured on this tape is largely the result of detour operations from the Abo Canyon line and York Canyon coal traffic. Today, both of these situations do not exist, so only Amtrak is a reliable tenant of the rails. Through good narration we see how the railroad handled heavy traffic via multiple train sections, helpers and even a saw-by when siding lengths were insufficient for two opposing trains. Semaphores still reign supreme and are featured often in the many scenes.

After survey introductory footage, we start around La Junta, in the flats of eastern Colorado, and approach Trinidad, the northern end of Raton Pass and 81 miles distant, by viewing rail action enroute. Amtrak meets (with various generations of power) are common as we view eastbound and westbound freights, "Q" trains, coal trains and even a Desert Storm military movement. At the beginning of the Raton grade, an unusual scene has an eastbound, downgrade coal train being paced by its helpers, which were cut off farther up the hill, a not uncommon occurrence. There are numerous views around the Wooten ranch S-curves, followed by shots at the summit tunnel, which is at the Colorado-New Mexico state line. In another unusual move, two sections of a westbound "Q" train will be assembled on the main after descending the pass. More views of freight and coal train movements and the handling of their multiple sections, often in and around the passing of Amtrak's *Southwest Chief,* make for interesting viewing.

A brief series of shots shows an empty hopper train taken up the Colorado and Wyoming branch to the Golden Eagle Mine and transitions us to leave Raton Pass proper and head west, through Springer, Shoemaker Canyon, and numerous locations with semaphores over towards Glorietta Pass. A husband-and-wife engineer team on opposing trains do a saw-by, and then its on to Las Vegas, New Mexico, for more lineside action in the high country, including Apache Canyon and Lamy with Amtrak, and the Devil's Throne landmark of ATSF publicity shot days. We end our tour by chasing an April, 1995 shipper's special of stainless passenger cars west from Trinidad.

This well executed, standard approach runby-oriented tape gives a glimpse of heavy traffic on a line which may not see such use again, and thus it is of historical merit. Sante Fe fans should enjoy this look at their railroad's operations in mountains other than Cajon and Tehachapi — *Tom Kelcec.*

Chessie China



Chessie dining car china was introduced by the Chesapeake & Ohio Railway in 1955 to replace their standard china service showing a portrait of George Washington, which had been in general use since 1932.

Chessie became C&O's principal advertising symbol since 1933. There has been a calendar featuring Chessie every year since 1934. She became one of the most talked about and loved corporate symbol of the 1930s and 1940s, and is still the mascot today of the giant CSX corporation, into which C&O is subsumed.

It was not until 1955 that the cuddly kitten made her way onto dining car china, which lasted to the end of C&O passenger service on May 1, 1971. This china is now much in demand by collectors.

The C&OHS, recognizing the natural interest in Chessie, introduced a reproduction set of china in 1984 and has continually produced it ever since. Most pieces are faithful reproductions of originals, whereas others are new creations (see list).

It was originally intended that the Chessie China would have a "service plate." A service plate is a highly decorated plate usually larger than a dinner plate, that was on the table before the passenger was seated. Because of cost cutting in the mid-1950s, the Chessie service plate was never introduced. The C&OHS has taken a design that might have been used and produced one of the most striking service plates of all time and certainly one of the highest quality Chessie memorabilia items. **Now Available!**

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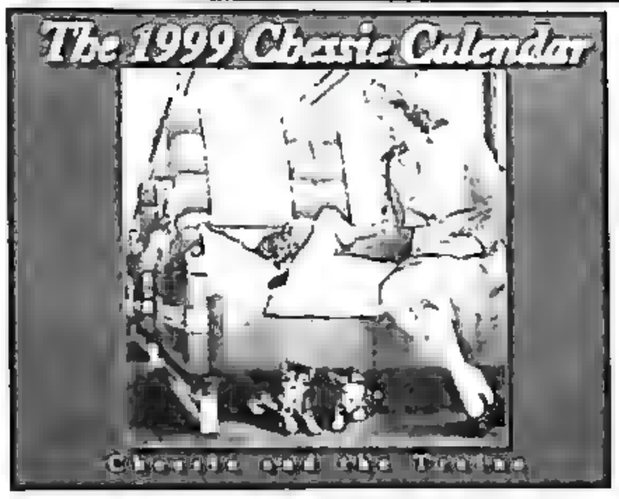

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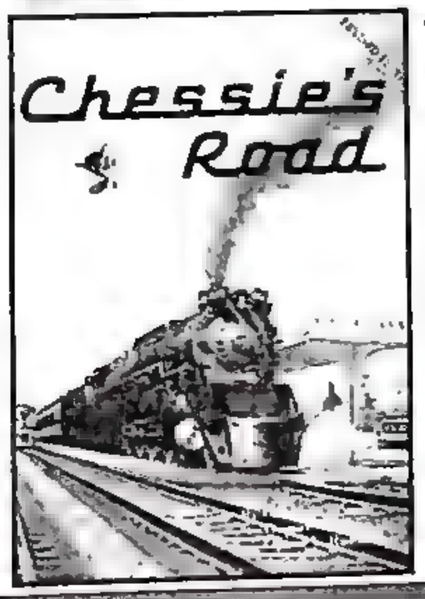

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The Jansen Turn
Spirit of Old 76
Picturesque Penn Central

Fall 1976
ConRail's trolley
Great Steam Exhibition
Retracking the Apollos
ConRail & the Shorlines

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Benwood's EM-1's
A Boxcar weekend
Ross Rowland and No. 1
The Milpitas F's

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Tehachapi weekend
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Soo South of Schiller

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Oregon's last loggers
C&NW's Alco country
Two Hours at Hunter
Lehigh Valley doodlebugs

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Prince Edward Island
The Asheville Trains
Baldwin's Baldwins
Freedom Train Photo Contest

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Story of the FL9's

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Strangers in South Station
Union Pacific into Chicago
Kenova and coal

May 1978
Chicago's new look
Roundhouse foremen
Extra 454 South
The Gila Bend Mixed

November 1978
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Sand Patch
Bone Valley creatures
Chessie encounters

January 1979
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Sperry's Golden Anniv

May 1979
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WP's Third Subdivision
Nine Alcos and a Mack

September 1980
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CP Rail Vermont
The Berk goes to work
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Show Day

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Last days of the Rock

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Blue Dragon of
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2716's Appalchian Odyssey
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The 3985
Amtrak vs Bray Boulder
MoPac's Navy Pt.2

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TP&W President McMillan
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The Tip-Up

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Eagle Mountain's last day
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don't roam

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War Production Board & Diesels
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The SP Lakeview Branch
The Battle of the Atlantic

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I never planned to be a railfan
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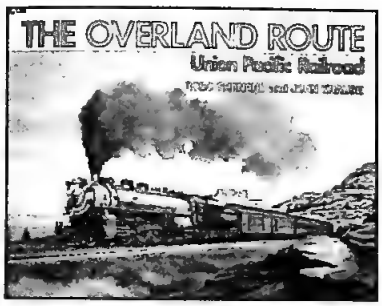

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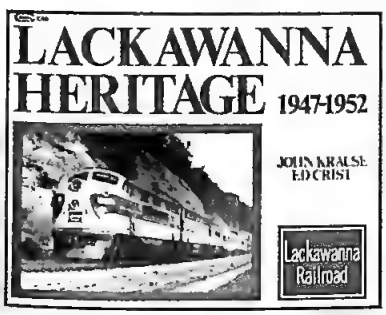

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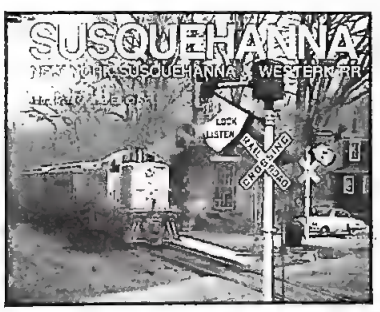

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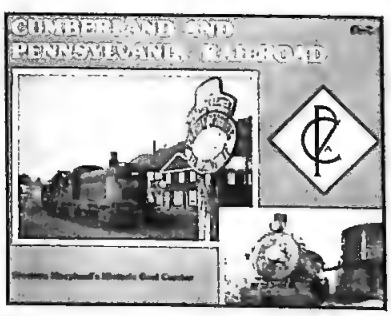

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Steam-powered freight on the Heber Valley

MAY 23, 1998, WILL GO DOWN as one of the significant dates in the history of the Heber Valley Railroad, the tourist railroad located in Heber City, Utah. The first run of the 1998 season for its Union Pacific Consolidation No.618 was a photo freight. So what is so special about another photo freight on the Heber Valley? Several photo freights have been operated in the past. What was special about the May 23rd run was that it marked the beginning of an organized volunteer effort to assist the railroad. The effort, organized by John Rimmasch with the blessing of Executive Director Craig Lacy, is intended to be a "friends" program similar to those found on many on other tourist railroads. The "friends" (no formal name has been given to the effort yet) will help do the little things that make a tourist railroad look so much better and will help take some of the pressure off of the regular employees.

There were three ways to get a ticket for the photo freight — work, be a Promontory Chapter NRHS board member or pay. Most of the passengers had put in a long but rewarding day the previous Saturday doing the little, but important, things that make No.618 look better and some very important things like installing arch bricks and doing a hydrostatic test.

Stan Jennings

A half-dozen passengers were Promontory Chapter board members. The Chapter has been involved in various ways with the Heber Railroad and it's many incarnations since the beginning of the tourist railroad in 1970. The Number 618 was owned by the chapter from 1969 until 1992 when the chapter donated the beautiful locomotive to

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ANNOUNCEMENTS

DECEMBER 5, 1998: The Rocky Mountain Railroad Club completes its 60th Anniversry of railfan excursions with an authentic re-creation of the *Silverton Mixed* train on the Durango & Silverton Narrow Gauge Railroad. The 470 class locomotive will have a snowplow attached and the tender will have correct flying Rio Grande lettering. All the assorted freight cars will be in their proper boxcar red color scheme with correct lettering. The passenger cars will retain thier colorful gold paint scheme while the letter boards will carry the correct D&RGW lettering. A long caboose will complete the consist. The round trip excursion will depart Durango and travel to the Cascade Wye. Numerous photo runbys will occur at rare vantage points as we will have the entire line to ourselves. This train has not run in over thirty years, so don't miss this opportunity to relive history. For complete details send a SASE to: Rocky Mountain Railroad Club, Trip Committee, PO Box 2391, Denver, CO 80201. 1198

BOOKS & PUBLICATIONS

REGIONAL & SHORTLINE RR'S, Volume I (New England States) and Volume II, (DE, NJ, eastern PA) published 1994 with 1998 update are available. Books cover equipment, operations etc. $9.95 each ppd. James Hager, Jr., PO Box 372, Whitehouse Station, NJ 08889. 1098

RAILROAD UPDATE is a twentyfour page b&w newsmagazine focusing on the northeastern United States, with increasing southeastern coverage. It is published approximately 6 times per year and was founded in 1981. Shortline, regional, Class I , commuter, excursion and museum news is covered, as well as feature articles. Information and news is very informative and some track schematics are included. Sample is $3.50 ppd, six issue subscriptin is $21.00 ppd. Railroad Update, PO Box 372, Whitehouse Station, NJ 08889. 1098

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by Stan Jennings

the State of Utah for continued use on the revived "Heber Creeper", now know as the Heber Valley Railroad. Then there were a few who anted up the very modest fee for a very spectacular morning.(For the complete story on UP 618 and the Heber Valley Railroad, see the May 1998 RAILFAN & RAILROAD.)

The special train was on its way shortly after the scheduled 8:00 a.m. departure time. The train (two tank cars, former Salt Lake, Garfield & Western boxcar No.100, a flat car, a hopper, an open air car and former Union Pacific caboose No.3700 (UP's first all-steel caboose) was pulled to Charleston Siding where the Consolidation ran around the train. The train was then pushed down the line to near milepost five for the first, and most spectacular photo runby location of the trip (**opposite**). It is very unusual for any train to be headed to Heber City that early in the day. The early morning light was absolutely spectacular and the engineer for the run, Chief Mechanical Officer Craig Drury, and fireman Joel Thompson did their jobs in exemplary fashion. There were three more photo runbys that morning, all were very good, but none as spectacular as that first look at No.618 pulling a freight in the morning light.

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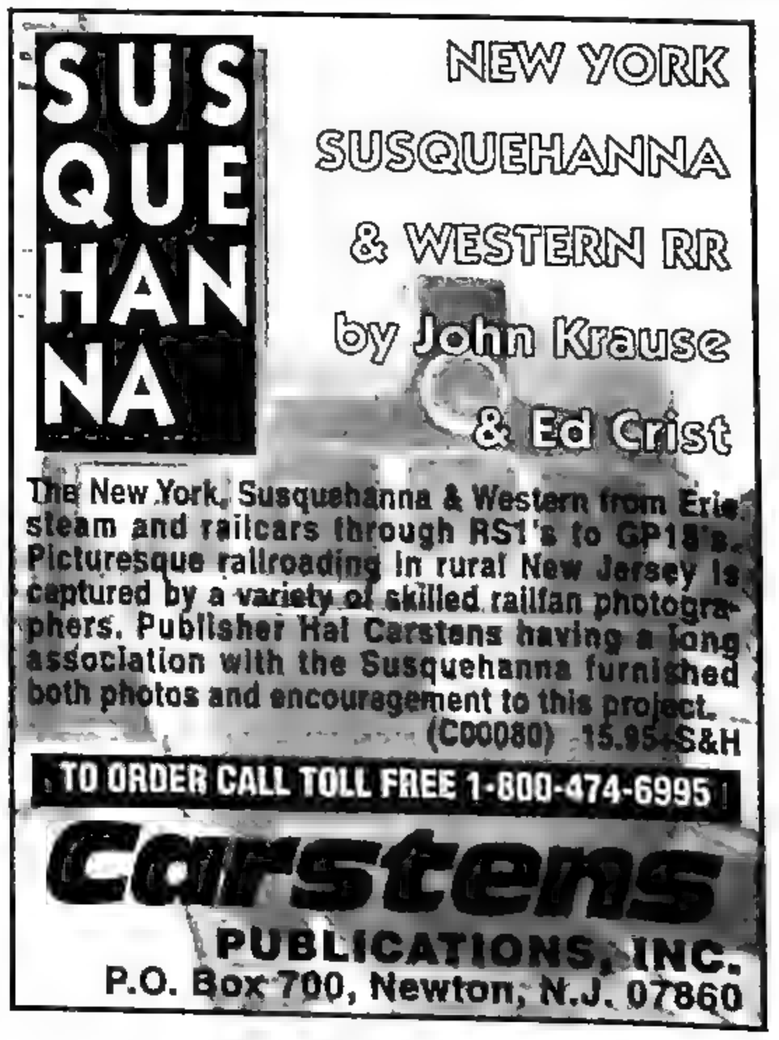
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TRANSIT CURRENT

Long Island Rail Road:

LONG ISLAND RAIL ROAD commuters who work on the east side of Manhattan, some 47,000 each day, have to backtrack because the Long Island's only terminal in Manhattan is Penn Station. A new plan, with vital support from New York Senators Alfonse D'Amato and Daniel Patrick Moynihan, will allow LIRR trains to use Grand Central Terminal on the east side of the island.

To accomplish the job, a 4600-foot link would be constructed between the LIRR main line/Port Washington branch and the lower level of the 63rd Street tunnels. These tunnels were built within the last 30 years but have not been fully used. The upper level of the tunnel is used by New York City Transit subway trains; the lower-level tunnels have never been used. Long Island Rail Road trains would pass through the tunnel, reaching Manhattan under the East River at a point near 63rd Street and Second Avenue. Additional tunneling would take the LIRR tracks beneath Park Avenue and below the Metro-North railroad tracks. Approaching Grand Central Terminal, the tracks in the lower tunnels would rise and join the present lower-level tracks at GCT.

The proposal envisions LIRR trains using the western part of the lower level of Grand Central — tracks 114 to 117 and the Madison Avenue Yard. This area would be altered to offer a ten-track, five-island platform. Five tracks would feed into the lower-level Grand Central loop so that some LIRR trains could circle around and run through the terminal. Five of the tracks would be stub-ended.

With some of the Long Island trains serving Grand Central, there would be sufficient room for some Metro-North trains to use the rail link down the west side of Manhattan into currently-crowded Penn Station. These tracks are now used by Amtrak. Moreover, some New Haven Line trains could be diverted over to the west side line and then into Penn Station, which would be a benefit to Metro-North passengers destined to the west side of Manhattan. Thanks to On Track, the monthly newspaper of the MTA Metro-North employees.

Appleton's restoration project

Trolley car No.846, which originally provided service in Milwaukee until rail service was discontinued there in the 1950s, is being restored in Appleton, Wisconsin. Work on the car is being done in a quonset hut donated by the Wisconsin Electric Power Company. According to correspondent Edwin Petersen, the trolley should be ready to run by August 16, 1998, in time for the Wisconsin sesquicentennial. Appletonians are now looking for sufficient trackage to operate the car in a realistic fashion. Thanks again to Ed Petersen.

Transit use up

Ridership in 1997 increased 2.8% on the nation's transit systems over 1996. More than eight billion rides were taken, according to the American Public Transit Association. Reflecting the strong economy, ridership in the fourth quarter of 1997 was up by 4.1% over 1996.

Light rail ridership went up 5.8% for the year, with growth of 7.1% in the fourth quarter. The light rail boost is due in part to the opening, expansion and patronage growth of the new Dallas system and the expansion of light rail in San Diego and other places. Bus systems in cities between 250,000 and 500,000 population enjoyed a patronage increase of 5.4%, and all transit modes in such places grew by 7.3%. Commuter rail, bus systems in cities of over 500,000 population and demand-response services enjoyed an annual increase between 2.4% and 4.2%. For more information contact Amy Coggin at APTA, 202/898-4116.

Kenosha Electric Railway

A note from Commissioner Louis Rugani from Kenosha Transit tells me that the city of Kenosha, Wisconsin, is in the process of constructing a streetcar system. There will be a two-mile route to begin with. The railroad is on the World Wide Web at *www.nycsubway.org/pcc/Kenosha/html.* For more information you may also call Kenosha Transit, 414/653-4290. Thanks for Louis Rugani for the news.

Some contracts for Bombardier

Bombardier, a Canadian corporation, is the second- largest rail car manufacturer in the world. Recently the corporation was awarded two major contracts. In one, the Southern California Regional Rail Authority, the operator of Metrorail, gave Bombardier a $36 million maintenance contract for three years to monitor the Metrolink commuter rail fleet of 31 locomotives. It will also maintain the 119 bi-level commuter coaches constructed by Bombardier.

The Port Authority of New York & New Jersey has selected the AirRail Transit Consortium, led by Skanska USA and Bombardier Transportation, to design, construct, operate and maintain the New York JFK International Airport's automated light rail system. This effort will entail a turnkey design and construction of what are intended to be driverless light rail cars. Proposed are 8.4 miles of mainly elevated, double-tracked guideway, with ten stations and 32 vehicles. The light rail line will move passengers between six terminals at JFK International Airport, and also link the

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

On to Grand Central?

airport's central terminal area to the regional intermodal hubs at the Howard Beach subway station and the Jamaica transportation center. At the latter part there will be convenient areas to Long Island Rail Road trains, the subway, and buses.

In the Philadelphia area, the Southeastern Pennsylvania Transportation Authority has ordered the manufacture of ten push-pull commuter cars in a $12.9 million order to be built by Bombardier. They will be compatible with cars supplied by the manufacturer in 1987. The Bombardier cars are hauled by electric locomotives in commuter service.

Continuing with our Bombardier news, the MTA Long Island Rail Road has ordered 224 truck frames and truck bolsters from the company. This $8.3 million order is for the replacement of trucks on the M-1 commuter cars that are being overhauled by the Long Island.

And finally, Bombardier has become a world force in transit and commuter rail equipment. In early February, Bombardier completed the purchase of Deutsche Waggonbau AG (DWA) of Berlin, Germany. DWA produces passenger cars and freight cars, truck and wheel assemblies and electrical components for railroads. Thanks to Kim Fischer for the news.

Tri-Rail moves personnel

The Tri-Rail commuter line that serves the corridor between Miami and West Palm Beach removed a crew member from the train and put one more in the station. Starting in mid-March, assistant conductors were given platform duty at Tri-Rail stations. An engineer and conductor still remain on each Tri-Rail train. With elimination of the assistant conductor's job, a new position of station ambassador was created.

The station ambassador's job is to work with passengers at the stations, inspect the ticket-vending machines and generally help with information for customers, along with light maintenance duties. The assistant conductor position was created in 1990 to ride in the cab with the engineer in order to verify train signals. Many thanks to Mitchell Green for the news.

Caltrain to buy new cars

By 2000, Caltrain, which serves the area between San Francisco and San Jose, expects to make major service improvements. Subject of a bid will be 17 to 20 new passenger cars, including five cab cars each with space for 24 bikes. Deliveries are expected to begin in October 1999. The wheelchair-accessible cars will enable Caltrain to meet key requirements of the Americans With Disabilities Act. Three new locomotives are also proposed for inclusion in the bids. It is hoped that the new cars will greatly increase existing train capacity and the new locomotives should make it possible to add trains to the schedule. Caltrain will also overhaul its current fleet of passenger cars; by the middle of the year 2000 all existing passenger cars will be upgraded in the overhaul process in order to match the new cars.

Flashes

El Nino is blamed for the early February weakening of a railroad bridge in the **LOS ANGELES** area. Rain water rampaging down Placerita Creek sopped the railroad bridge in Newhall. This was the worst damage suffered by the Metrolink commuter rail service in the area. Passengers were bussed around the problem.

Good news for the **COASTER** of the North County Transit District, which links San Diego with Oceanside, California. Coaster ridership increased ten percent in 1997, about twice as much as expected. Between 8500 and 9100 riders use the Coaster on an average day. Speaking of ridership and California commuter trains, Ed Van Nordeck says that January, 1998, saw an average of 26,713 passengers riding **METROLINK** commuter trains on a typical weekday. In January 1997, the total was only 23,670.

Jon Goodman chimes in with information that transit ridership is strong not only in California. **NJ TRANSIT**, which provides bus and commuter rail and light rail service in New Jersey, moves about 332,000 commuters each day. That's a lot of folks.

The Philadelphia Trolley Coalition (616 Carpenter Street, Philadelphia, PA 19147; 215/755-7717) is advocating trolley service along Columbus Boulevard (formerly Delaware Avenue) in **PHILADELPHIA**. The belt line railroad track is on private right-of-way and separated from automobile traffic and passes along with the entire length of the boulevard development area. The Waterfront Trolley is proposed to run between the Walt Whitman Bridge in the north and the Benjamin Franklin Bridge in the south. Philadelphia's once great urban rail transportation advantage is quickly slipping away; interested people want to see it revived.

There might be a major rail project in **ALAMEDA COUNTY**, California. That is on the east side of San Francisco Bay for folks unfamiliar with the region. The $1.14 billion transit program was endorsed by elected officials for placement on a ballot in June 1998. The referendum would extend a current tax so that the BART extension to Warm Springs could be carried out. It would also provide money to initiate the Altamont Commuter Express train service, as well as build a peoplemover to connect the Oakland airport with the Bay Area rapid transit district.

In the **PORTLAND**, Oregon, area the proposed commuter rail service between McMinnville and Milwaukie is estimated to cost $112 million in capital to put in place. That includes upgrading the track, replacing bridges, upgrading crossing protection, buying the rail cars, constructing maintenance facilities, installing a centralized train control system and building stations and park-and-ride lots. It is estimated it would cost about $3 million annually to operate the line. Thanks to Tom McGarry for the news.

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THE ENGLISH, WELSH & SCOTTISH RAILWAY, Wisconsin Central's UK subsidiary, has taken delivery of No.66001 (**below**), the first of 250 General Motors model JT42CWR's being built at London, Ontario. These the first new locomotives to be purchased for any of WC's worldwide railroads and is the largest single export order ever received by GM.

The 70-foot-long, 140-ton double-ended cowl units are powered by 3200 h.p. 12-710G3B engines with AR8/CA6 alternators and D43 d.c. traction motors. These latter components are used to save weight to permit a greater fuel capacity. Weight reduction and clearance requirements has also led to a major redesign of the radial trucks (**middle**) which are geared for a maximum speed of 75 mph. The cabs are set up in the British style of left-hand running (**bottom**).

Currently, 66001 is undergoing testing and type approval by Railtrack before being released for revenue service in the next few weeks. Meanwhile, sister 66002 is undergoing further tests at the AAR Center in Pueblo, Colorado. Production deliveries are due to start in August with over 70 due to be finished by the end of the year and the remainder in 1999-2000. So big is the order that GM has chartered the *MV Stella Mar* for the duration of the contract, delivering up to eleven units approximately every four weeks. They will be delivered from London, Ontario, to Halifax, Nova Scotia, by Canadian National and shipped to Newport in south Wales.

Photography: Mike Walker

EWS intends to use the new units on a variety of freight services throughout the UK. Whilst the British built class 60s will still be EWS's heavy haulers, the 66s will take over the slightly lighter but faster services currently entrusted to classes 56 and 58, which will in turn be cascaded down to replace the older classes 31, 33 and 47. Given the phenomenal growth in rail freight since WC bought the ailing nationalised company in 1996, the possibility of the order being extended beyond 250 units cannot be ruled out.

In addition to the 66s, EWS has also ordered 30 125-m.p.h. B-B's which will have similar GM power units, but will be built by GEC-Alsthom at the old Macosa plant in Valencia, Spain, and based on a design currently being supplied to Israel. To be known as the class 67, they will take over EWS's extensive mail train network from class 47's and are due to be delivered in 1999-2000.

Meanwhile, Virgin Trains (same group as the Virgin Atlantic airline) have ordered 36 similar locomotives, but single ended and styled to match their new 125mph tilting push-pull trains being supplied by Bombardier UK, for cross-country services. They are due in 2000-2001 and will be maintained under contract by EWS.

EWS took over the National Power unit train operations in April 1998, including NP's fleet of hoppers and its six GM JT26CW-SS's, 59201-59206, which have been added to the EWS fleet — *MIKE WALKER.*

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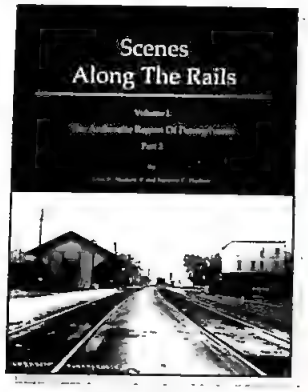

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EDITORIAL COMMENTARY

The 1998 NRHS Convention

THE CENTRAL NEW YORK CHAPTER hosted the 1998 Convention of the National Railway Historical Society, with the gathering based at Radisson's Hotel Syracuse. By all accounts, the Convention was one of the smoothest-running of all time, with attendees treated to a good variety of sights and sounds including vintage diesels, double-headed steam and rare mileage.

What made the event work, according to Convention co-chairman Al Kallfelz, was that the Chapter didn't do anything "new." The Convention organizers had worked with all the railroads and key people before, so surprises were kept to a minimum. And while the Chapter didn't attempt anything "new," most of the activities were "new" for the attendees, which is what really matters.

"LACKAWANNA" E8s 807 and 808, owned by the Central New York Chapter NRHS, were the stars of the show when the Chapter hosted the 1998 NRHS Convention in Syracuse, New York. The duo, along with NYS&W E9 2400, were being lined up for a night photo at Steamtown in Scranton, Pennsylvania, on July 6, 1998. Earlier in the day they led a southbound excursion past the former DL&W depot at Marathon, New York, on NYS&W's Syracuse Branch (below). Both are originally PRR units.

The Central New York Chapter took the Convention as an opportunity to showcase its two new rail equipment stars — a pair of former Pennsylvania Railroad E8s painted as "Lackawanna 807" (PRR 5761A) and "Lackawanna 808" (PRR 5702). The cab duo was featured on almost every rail trip that originated in Syracuse and were definitely a hit with attendees.

The Convention kicked off on Monday, July 6th, when the E8s, along with New York, Susquehanna & Western SD45 3612 and NYS&W E9 2400 (originally Chicago, Burlington & Quincy 9991) headed from Susquehanna's OnTrack station at Armory Square in Syracuse to Scranton, Pennsylvania, and Steamtown National Historic Site. The trip first headed down the NYS&W's Syracuse Branch (former DL&W) to Binghamton, then over the Delaware & Hudson (which is now a part of the St. Lawrence & Hudson, which in turn is a subsidiary of Canadian Pacific) for the remainder of the trip. This portion of the D&H is actually the original DL&W main line, with the massive-yet-graceful concrete arch bridges at Martin's Creek and Nicholson, Pennsylvania. Upon arrival at Scranton, the train was taken to the former DL&W station/office building for unloading. Passengers spent the night in Scranton, and a night photo session featuring all of Steamtown's active steam locomotives highlighted the evening activities (for complete photo coverage of the Convention and a map of all the trips, see **pages 42-45**).

Steamtown played host on Tuesday morning, with a steam-powered double-header from Scranton through Moscow (the usual end of Steamtown's run) to Pocono Summit with Canadian National 2-8-2 3254 and Canadian Pacific 4-6-2 2317. This route is also part of the former DL&W main line. Keeping with the Convention's Lackawanna theme, the E8s pulled the train back to Scranton. After a couple of hours at the museum, the E8s and SD45 3612 led the train out of Steamtown and back to Syracuse. E9 2400, which was in the train strictly to provide head-end power to some private cars in the consist, was at the rear of the train with its nose pointed into the tail end of the former PRR observation car *Mountain View,* making for a very unusual "caboose."

On Wednesday, July 8th, the primary rail activity was a trip over the tourist-hauling Tioga Scenic at Owego, New York. SW1 No.40 pulled the train northward past Newark Valley, the usual terminus of the

Two photos: Bob Bahre

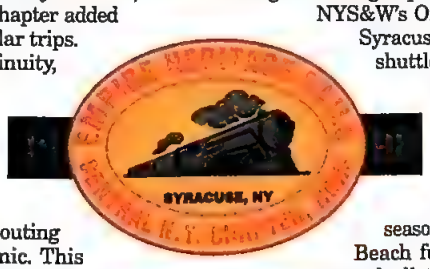
CANADIAN NATIONAL FPA4 6789 has been painted into its original colors by the shop forces of the Monticello Railway Museum in Illinois. The privately-owned unit was put back into service on July 5, 1998 (above). Current plans call for the cab to be the museum's primary power for excursion trains through the rest of the 1998 season.

CN 6789 is available as part of the museum's "Throttle Time" program, which can be purchased on any day the museum operates (subject to availability). A $50.00 donation entitles the purchaser to a round trip over the museum's trackage in the cab of the locomotive for familiarization, instruction in the operation of the locomotive by the museum's engineer instructor and a half-hour at the throttle. Participants must be twelve years of age and be able to physically enter the locomotive's cab and operate the controls.

The Monticello Railway Museum operates over former Illinois Terminal and Illinois Central trackage on Saturdays, Sundays and holidays through the end of October. Passenger and freight trains will be operated as part of Railroad Days on September 19-20, 1998. For more information phone the museum at 217/762-9011 on weekends or visit their website at www.prairienet.org/mrm/ — *BRIAN CARLSON.*

line's passenger operations, with the end of the line at Harford the ultimate destination. Shortly after departure, however, heavy rains soaked New York State, and the Tioga Scenic had a washout occur just north of Berkshire, about seven miles short of Harford. With much dismay for the mileage collectors, the trip turned back to Owego.

Many of the trips originally planned for the 1998 Convention quickly sold out, so the Central New York Chapter added repeats of the most popular trips. For the sake of continuity, we'll continue our Convention report with the trips in the order they were originally scheduled. The first of the sold-out trips was Thursday's outing on the Adirondack Scenic. This trip was probably the surprise of the Convention, as the railroad had a newly-refurbished trainset ready to go, with clean, bright coaches led by New York Central RS3 8223. Buses took the passengers from Syracuse to Utica, New York, for the ride over the former NYC Lake Placid branch. The trip went as far as Thendara, which has been the Adirondack Scenic's base of operations for the past few years, and marked the first time since 1980 that a revenue train went from Utica to Thendara. The south end of the branch has just been reopened, and track speed is pretty decent for most of the run. By the time you read this, the Adirondack Scenic will be running twice a day between Utica and Thendara, four days a week.



Friday was the day for seminars, meetings and the banquet, with the only rail event being a morning trip using three RDC's over NYS&W's OnTrack service around Syracuse. OnTrack operates a shuttle service from Syracuse University to the south through Armory Square downtown to Carousel Mall to the north, with seasonal service to Jamesville Beach further south. The trip covered all the trackage from the Mall to the Beach (once again, a part of NYS&W's ex-DL&W Syracuse Branch) with photo stops sprinkled throughout.

The banquet speaker on Friday evening was Walter Rich, CEO of Delaware Otsego Corporation (the parent company of the NYS&W). Rich was instrumental in the execution of a couple of the Convention's trips, as he worked with Canadian Pacific to

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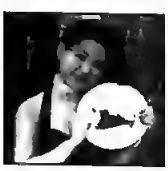
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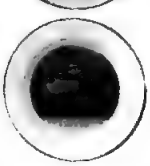
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allow the Scranton trip to operate over the D&H and worked with Conrail to allow Sunday's trip over the Finger Lakes Railway to begin at the OnTrack station and access the Finger Lakes by running over a short stretch of Conrail.

Susquehanna's Chinese-built 2-8-2 142 was the featured attraction on Saturday, July 11th, when it led a trip south on the Syracuse Branch to Chenango Forks, about ten miles north of Binghamton (this trip also sold out, and a second section had already been run on Thursday). The Chapter's E8s were tucked in behind the 142, but for the most part the steamer was working alone, with plenty of smoke and stack talk. At Chenango Forks, the E's were placed on the north end of the train, while the 142 was left on the south end, still pointing south. This allowed a double-runby at Tully to feature two different sets of power — a northbound runby with the E's and a southbound runby with steam.

The Convention finale was on Sunday, July 12th, with a trip over the Finger Lakes Railway between Syracuse and Auburn, accessing the FLRy at Solvay. GP9 1703 from the host road led the train, with the omni-present E8s trailing. At Auburn the mayor of the town took the opportunity to make a speech, and on the return trip the train stopped at the Chapter's museum located in the depot at Martisco, just outside of Solvay.

The Convention was a success due to the hard work of co-chairmen Al Kallfelz and Ken May and about 60 Chapter volunteers. The railroads worked hard also, with both the Tioga Scenic and Adirondack Scenic working on equipment right up to the last minute (the folks at the Adirondack were putting in seats and carpeting at 8:30 a.m. for a 9:30 a.m. departure!). Steamtown made a big push to get CPR 2317 out of the shop on time after it had been in for some major work (and they just made it — 2317 had only been run as far as the ash pit after its shop work before going all the way to Pocono Summit with the Convention train).

In summary, the 1998 Convention was solid and well-run. Next year the NRHS heads for Sacramento and Railfair '99, and in 2000 the Lancaster Chapter will host a Convention based in Pittsburgh, Pennsylvania.

LINESIDE LEGACY

Since I started working for R&R over two years ago, I've always been interested in starting a column devoted to the hundreds of museum restoration projects (as well as private projects) going on around the U.S. and Canada. Unfortunately, time constraints just didn't allow getting the idea off the ground. Then one day, Jeff Terry, who wrote our feature on Union Pacific 2-8-0 618 at the Heber Valley Railroad in the May 1998 issue, phoned me about a month ago and said he would be interested in writing a column on museum activities. I immediately took him up on his offer and the result is our new column, LINESIDE LEGACY.

Jeff has indicated that he would appreciate input from anyone who wants to publicize their projects. Therefore, he (and I) request that all you museums out there add Jeff to your mailing list. His address is 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119. All you readers out there are also welcome to send Jeff news. Additionally, you can send news items to Jeff via e-mail at *lineside@railfan.com*. It is requested, however, that any photos be sent directly to the R&R offices in Newton, New Jersey. Next month we'll give Jeff a more formal introduction.

Online news

The other new addition to the R&R field staff is our new online news editor, George Fletcher. Keeping busy in Nashville working as senior editor for *Country Music* magazine, George will also be keeping the online news site at *railfan.com* fresh with weekly updates. If you hear of any major railroad-related news, you can e-mail it directly to George at *news@railfan.com*. We'll give George more formal introduction next month.

Getting Goosed

In Richard P. Reiff's feature on Galloping Goose No.5 on the Cumbres & Toltec Scenic Railroad (page 6), he mentions that the Galloping Goose Historical Society kept the car as historically authentic as possible in its restoration. They even kept the motor (not original, but installed during its Rio Grande Southern days) intact. There is an ongoing debate among some preservationists that restoration often damages the historical integrity of what's being restored, and thus restoration may actually equate to destruction.

Back in the 1980s, the Strasburg Rail Road restored two Pennsylvania Railroad locomotives from the Railroad Museum of Pennsylvania collection, 4-4-2 7002 and 4-4-0

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12?.3. Both ran in regular Strasburg service and, as a duo, they got out on some main line excursions. Both were pulled out of service in the late 1980s, however, when it was determined that making them roadworthy once again would involve replacing the firebox, and thus damage their historical integrity. Some bemoaned this decision, but I believe the right choice was made.

Some preservationists only see the outside of the equipment they're working on, and don't consider the internal components as historically worthy. I remember an attempt to rescue a doodlebug from a museum a few years ago, where the rescuers proposed restoring the exterior of the car to its former glory, while replacing the original gas power plant with a diesel. I personally felt that the original power plant was part of what made the car historically significant, and if keeping the power plant meant the car would never run again, so be it. It's kind of like the man who purchased George Washington's axe that was used to cut down the cherry tree. He likes the axe so much that he continues to use it to this day, and has only had to replace the handle once and the head twice to keep it in use.

Getting back to Richard Reiff's story, my only Goose experience was in 1986 at the Colorado Railroad Museum in Golden, riding No.7 around the museum grounds. And, yes, I got the "Full RGS Goose Experience," as we had to stop for an overheating engine and ran with the hood up most of the time!

Steve

NEXT MONTH RAILFAN & RAILROAD

• **FALL COLORS: What better time is there to be outdoors than during a crisp October day with red, yellow and orange leaves all around? Bruce Kelly takes us around the country to look at railroads operating in blazing foliage in a photo line special. From the small Arcade & Attica in New York, to BNSF in Idaho, we celebrate autumn along the tracks.**

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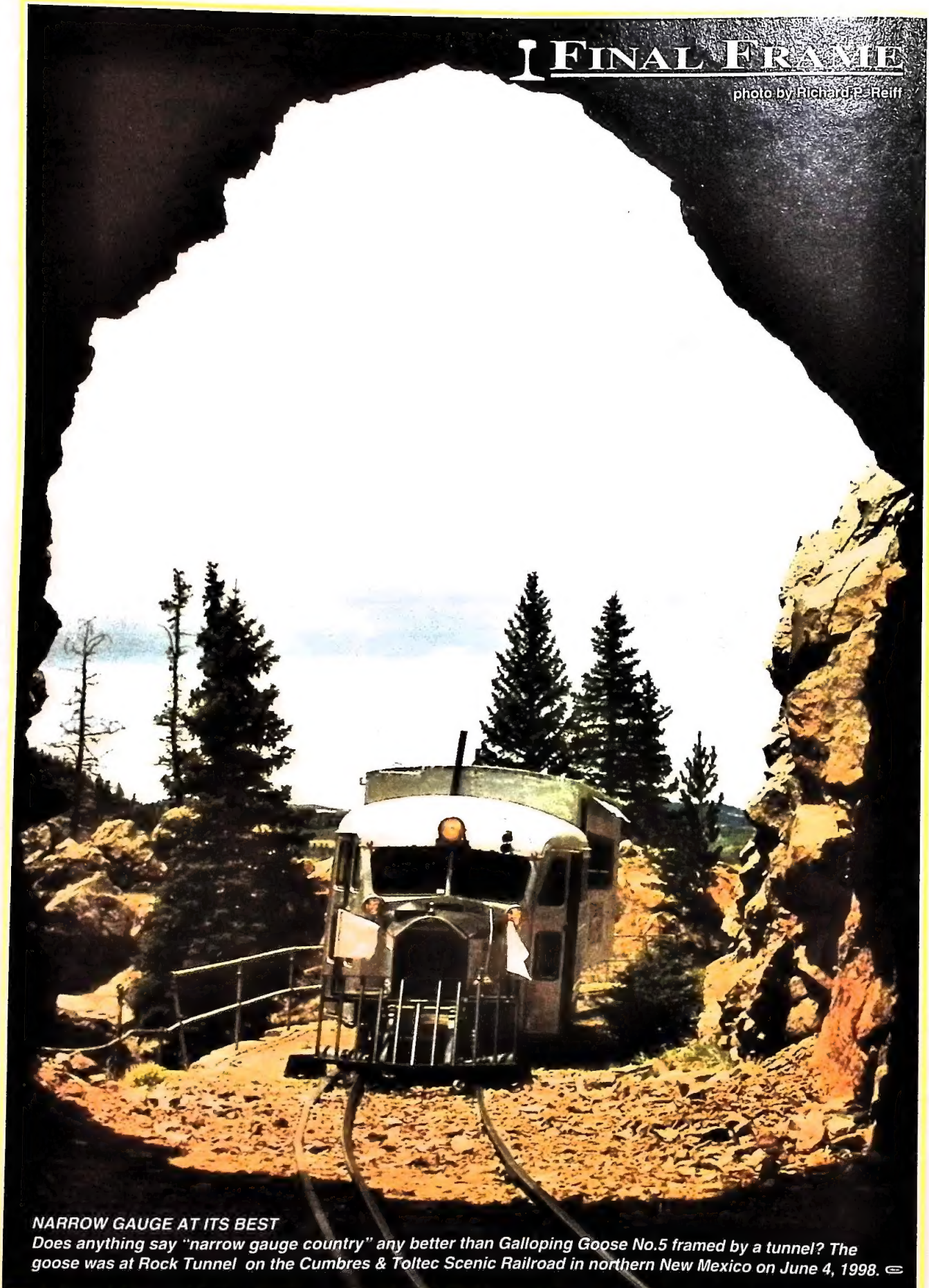
FINAL FRAME

photo by Richard P. Reiff



NARROW GAUGE AT ITS BEST

Does anything say "narrow gauge country" any better than Galloping Goose No.5 framed by a tunnel? The goose was at Rock Tunnel on the Cumbres & Toltec Scenic Railroad in northern New Mexico on June 4, 1998.

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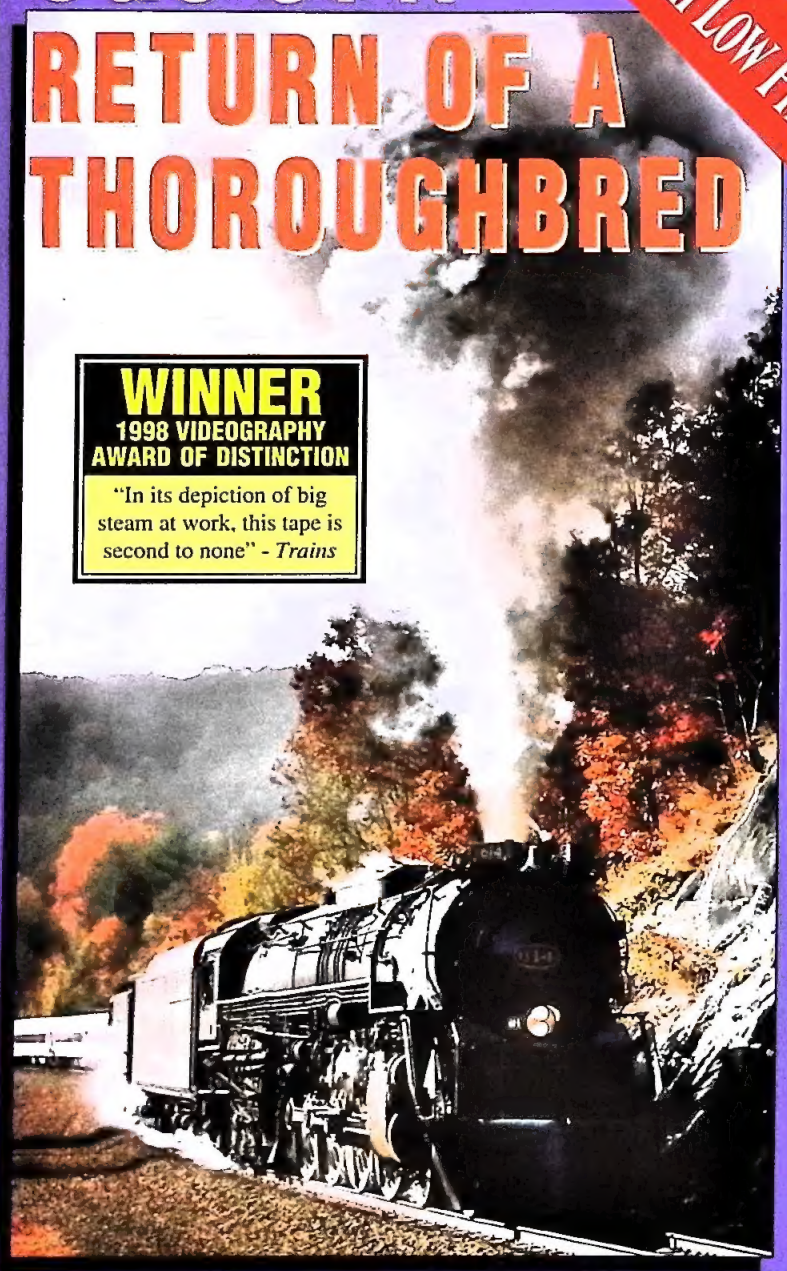

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